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REUTERS' TELEGRAMS.

THE ITALIAN CRISIS.

A REPUBLIC WANTED.

London, June 20.
The reasons for the fall of the Italian Cabinet are explained by Dr. Dillon in a Paris telegram to the *Daily Telegraph*. He says Italy is seething with discontent and an unprecedented crisis, moral, economic and political, has broken out. The extremists are divided into two sections, namely, the Confederates and the Independents. The former consist of Revolutionists who opposed the war and now strive to overthrow the regime and establish a Communist Republic under proletarian dictatorship. The latter approved the war but are disappointed at its results and have proclaimed a strike ostensibly to protest against the dearth of living but really to forestall a revolutionary strike by the Confederates.

The extremists are opposed by the Nationalists and Militarists, who are indignant at the Peace Conference's treatment of Italian questions. The Government was caught between these hostile camps.

Paris, June 20.
The Orlando Cabinet has retired, the Italian Chamber desiring the discussion on exterior policy to be public instead of secret, as the Government desired.—*Havas*.

HOW AGGRAVATED.

Rome, June 20.
The resignation of the Cabinet was due to the Chamber by 259 votes to 78 defeating Signor Orlando's motion for a secret session.

BRITISH SINK A RUSSIAN CRUISER.

London, June 20.
A Bolshevik wireless message states that a British submarine sank the cruiser Oleg near Tabuchin Lighthouse on the 18th instant.

ATLANTIC FLIERS KNIGHTED.

London, June 20.
Mr. Winston Churchill, at a *Daily Mail* luncheon at which the £10,000 prize was presented to Capt. Alcock and Lieut. Brown, announced amidst tremendous enthusiasm that the King has conferred on each of the airmen a Knighthood of the British Empire Order.

ALLIES SUPPLY FOODSTUFFS TO GERMANY.

TO CONTINUE UNTIL TIME-LIMIT.

London, June 20.
It is announced that instructions have been given for the service of food to Germany to continue uninterrupted until the time-limit expires.

PRESIDENT WILSON IN BELGIUM.

A GREAT OVATION.

Brussels, June 20.
On the occasion of the visit of President and Mrs. Wilson, the Chamber was crowded and decorated. Mrs. Wilson, with the Queen, was the first to arrive and was followed by Mr. Hoover, then President Wilson and King Albert. All were given ovations. The President of the Chamber welcomed the visitors and paid a tribute to President Wilson and the American people. M. Hymans, Foreign Minister, followed. He outlined Belgium's part and suffering in the war and also Belgium's aspirations. He paid a tribute to President Wilson's lofty idealism, to which President Wilson, in replying, eulogised King Albert and "the Generals who never surrendered." He said Belgium was the call of duty which awakened the world to the real character of the problem. The League of Nations was an inevitable consequence of the war. It was a League of Right and any nation declining to adhere to the Covenant would be deliberately rejecting the most telling appeal ever made to its conscience and its manhood. He proposed asking Congress, as a recognition of the equality of Belgium, to raise the Washington Legation to the rank of an Embassy. The ceremony terminated amidst ovations. President Wilson, subsequently to being received by Cardinal Mercier, proceeded to Louvain.

Brussels, June 20.
President Wilson, speaking in the decorated and crowded Chamber, concluded with a panegyric on Belgian heroism, announcing his intention to propose to Congress to raise the United States Legation at Brussels to the rank of Embassy.

REBUFF FOR IRISH-AMERICANS.

Paris, June 20.
The *New York Herald* Paris edition states that the American Peace Delegation has informed the Irish-American delegates that they are declining to take further action as regards their case.

FRENCH MONOPOLY ON MOTOR SPIRIT.

Paris, June 17.
A Bill submitted to the French Cabinet establishes a State monopoly on the imports of petroleum and motor spirit. The Community will reap the profit hitherto obtained by a small number of individuals. The monopoly will bring in 45 million francs yearly.—*Havas*.

FRENCH COAL MINERS ON STRIKE.

Paris, June 17.
A general strike of French coal miners began yesterday.—*Havas*.

Paris, June 20.
The coal miners' strike in the Nord and Pas de Calais Departments has ended by the arbitration of the Ministers of Labour and Reconstruction, who rendered their decision to the satisfaction of both sides and employers.

In regions where the miners strike continues, complete calm prevails.—*Havas*.

REUTERS' TELEGRAMS.

BEFORE PEACE WAS AGREED TO.

WHAT THE FRENCH THOUGHT.

Paris, June 17.
The Berlin Government must sign the following Convention:—
"The armed forces of the Allies will continue in occupation of German territory as a guarantee for the execution of the Treaty. A civilian body styled the Inter-Allied Rhineland High Commission, consisting of four members, will have the execution of power, enjoying diplomatic privileges and immunity."

An official communication issued late last night made known the delay given to the Germans till next Monday at 7 o'clock in the evening. The French military view is that the Germans will sign, but not until the Allied Armies have advanced, wanting to have the excuse that they yielded to force.

The French Government view is that the Germans are inclined not to sign except when they realise that the Allies are absolutely united. They still hope to play one off against the other at the eleventh hour.

Information reaching the French Foreign Office shows that the German Delegation is divided, some urging compliance and others resistance.—*Havas*.

RUMOURS IN WEIMAR.

Berlin, June 20.
A message from Weimar says the city is a prey to rumours of every description. The Cabinet sat all morning and resumed in the evening. The latest news is that the majority of the Cabinet favours signing the Treaty. Various parties held sittings throughout the day. The Centrist Party decided by a four-fifths majority in favour of signing, with reservations regarding war responsibilities. The National Party was unanimously in favour of rejection. The Democratic Party by a big majority decided against signature. A message from Cologne, says the *Cologne Gazette* favours acceptance of the terms.

THE NATIONAL ASSEMBLY STILL CONSIDERING.

Berlin, June 20.
A message from Weimar says the majority of the National Assembly favour the signing of peace, but, according to a semi-official statement, the Cabinet, after several hours' discussion of the Entente's reply in conjunction with the peace delegates, remained of the opinion that the terms were intolerable. A final decision will be taken to-day.

A DANTZIG THREAT.

Berlin, June 20.
A message from Danzig says the Industrial Workers Councils at a mass meeting resolved on a general strike in the event of armed action by the military caste against an Entente advance in West Prussia. The military authorities at Memel have mounted howitzers facing the sea.

GERMAN CABINET RESIGNS.

Amsterdam, June 20.
A message from Weimar says the German Cabinet has resigned.

A PROVISIONAL CABINET.

Copenhagen, June 20.
A message from Weimar says the Scheidemann Cabinet is carrying on provisionally, pending the formation of a new Cabinet. A message from Paris says it is reported that Germans have asked for a further extension of the time-limit.

WHAT THE PEACE TREATY EMBRACES.

The text of the Peace Treaty published consists of 417 quarto pages, printed in French and English, and does not include the convention relating to the military occupation on the left of the Rhine.

THE FALL OF SCHEIDEMANN'S CABINET.

Paris, June 20.
The downfall of Herr Scheidemann has caused satisfaction in the Peace Conference circles, as it is believed that it assures the signing of peace, to which Herr Scheidemann was the chief opponent.

ANOTHER GROUSE ABOUT THE FINANCIAL TERMS.

Copenhagen, June 20.
A message from Weimar says the Government financial experts have passed a resolution that the financial terms in the Peace Treaty are economically impossible.

THE GERMAN VOTING.

Paris, June 20.
The Scheidemann Cabinet voted eight against and seven for refusal to sign the Treaty. Herren Noske and Erzberger were in favour of its acceptance. Scheidemann has retired. It is said that Herr Noske will succeed him.

"Don't sign" is the cry of a strong article in the *Frankfurter Zeitung*, which concludes "We must accept," emphasizing the hopelessness of the situation, the helplessness of the country and the terrible consequences of rejection of the Treaty.—*Havas*.

OTHER POINTERS.

Berlin, June 9.
Test votes by the parties at Weimar already show that the peace terms will infallibly be accepted.

A decisive factor is the voting of the Majority Socialists, which gave a considerable majority for signing, thus leaving no doubt that the working classes solidly favour signing.

The papers state that at yesterday's meeting of the Federal State Committee representatives from Prussia declared for rejection and representatives from Saxony for acceptance, while representatives from Bavaria were divided.

PROBABLE COMPOSITION OF NEW CABINET.

Berlin, June 20.
A message from Weimar says it is confidently expected that the retirement of the Scheidemann Cabinet will result in the signing of peace. The resignation was directly due to the fact that it was clear that a majority was obtained in favour of signature at an inter-party meeting. Herren Noske, Schmidt, Wissel, David and Erzberger are expected to enter the new Cabinet. The resignations of Herr Scheidemann, Count Brockdorff-Rantzau, and Herren Giesberts and Landsberg are regarded as definitive.

THE REVISED TREATY.

Paris, June 20.
The Supreme Council has permitted the publication of the full revised Treaty with Germany. It contains 418 pages in French and English text, made up of 440 articles divided into five parts, many annexes and an index. Germany cedes to France absolute possession of the 20,000 coal mines with exclusive right of exploitation. If after 15 years a dispute should arise in favour of Germany, the mines are to be sold by experts and payable to Germany. Germany recognises the right of the Allied and Associated Powers to place mines for coal and glass for glass. All German ships, fishing boats lost or damaged owing to the war.—*Havas*.



Photo: Topical Press Agency.

THE ATLANTIC FLIERS.

The photo shows Capt. Alcock, the pilot (in civilian clothes) and Lieut. Arthur W. Brown, the navigator, who recently flew across the Atlantic in 16 hours on a Vickers "Vimy-Rolls" machine. A to-day's telegram announces that both have been given a Knighthood of the British Empire Order.

ERZBERGER PLUMPS FOR THE TREATY.

Paris, June 20.
Despatches received in Paris tend to indicate that the attitude of the German leaders assembled at Weimar is in opposition to the signature of the Treaty.

Herr Erzberger is said to be ready with a Cabinet of his own to take up Germany's affairs as soon as the present Cabinet resigns after its refusal to sign. Herr Erzberger's intention being to accept, without further comment, the terms laid down by the Allies. German Press opinion is against the signing of the Treaty.

The concentration of troops preparatory to advancing further into Germany, begins on Friday throughout the American area. The concentration of British, French and Belgium troops in their respective areas takes place simultaneously.—*Havas*.

WORLD COTTON CONFERENCE IN NEW ORLEANS.

FRANCE TO BE REPRESENTED.

Paris, June 20.
American cotton men, representing the World Cotton Conference came together at Paris with the representatives of the cotton industry, France adopting resolutions pledging strong French representation at the Conference to be held next October in New Orleans.—*Havas*.

THE FIGHTING IN RUSSIA.

A WELCOME REINFORCEMENT FOR DENIKIN.

London, June 20.
A rising broke out among the Don Cossacks 120 miles north-east of Lugansk, who were originally fighting in the ranks of the volunteer army but went over to the Bolsheviks in February. After a period under the Bolshevik rule they decided to throw off their yoke and re-join General Denikin. They consist of 22,000 men. There is no doubt that General Denikin has joined up with the insurgents, as his offensive brought him beyond the area of the rising, and the reinforcement will be a welcome addition to General Denikin's forces.

ANTI-SEMITIC POGROMS IN POLAND.

PRESIDENT WILSON APPOINTS COMMISSION.

Paris, June 20.
At the request of the Polish and Lithuanian Governments President Wilson has decided to appoint a Commission of seven members to investigate the pogroms in Poland.

NEW FRENCH EMBASSIES.

Paris, June 18.
The French Chamber of Deputies has adopted a Bill raising the Legations at Brussels and Rio de Janeiro to Embassy rank.—*Havas*.

AUSTRIA ON THE VERGE OF TEARS.

MOST PEACEFUL AND POOREST STATE.

St. German, June 20.
The Austrian Delegation have sent the Peace Conference a fourth Note, protesting against the Austrian Republic being made heir to all the responsibilities of the Austro-Hungarian Empire, which has been "the smallest, poorest, most peaceful and most liberal of the states." It maintains that the responsibilities are common to all States forming the Ex-empire.

THE TREATY WITH AUSTRIA.

CLAUSES DRAFTED.

Paris, June 20.
The financial clauses in the Austrian Treaty are already, also the Italian clauses and the military clauses which are being drafted.

CANADIANS ON TRIAL FOR MANSLAUGHTER.

London, June 20.
Eight Canadians were charged at Bow Street for manslaughter. The Police Sergeant at Bow Street mentioned on the 15th instant had been remanded for a week.

To-day's Exchange.

The closing rate of the dollar on demand to-day was 67.164.

The Weather.

Forecast: Rain, Breeze, 24.6. Temperature 2 p.m. 20. Humidity 90 per cent.

HONGKONG PEACE CELEBRATIONS.

THE DRAFT PROGRAMME.

At a meeting of the Executive Committee of the Peace Celebrations Committee, held to-day at noon at the Council Chamber, and presided over by H. E. the Officer Administering the Government, the following items were suggested in connection with the peace celebrations programme for Hongkong and will be submitted to the General Committee, for approval:—

First Day.

Special Church Services 11 a.m.

Second Day.

7.30 a.m.—Review of Troops on Cricket ground. Parade of 10 a.m.—Meeting of Executive and Legislative Councils. 11.30 a.m.—Public Meeting in City Hall to endorse a cable of congratulation to be sent to H.M. the King. Noon—Salute by Warships and Shore Batteries. 1 p.m.—Official lunch at Government House. 4.30 p.m.—Daylight Fireworks (H.M.S.). 6.30 p.m.—Entertainment of Services in matched, Murray Parade Ground. 7.30 p.m.—All illuminations ashore and afloat to be completely lighted up. 8 p.m.—Fish lantern procession to start from Race Course and tour the centre of the city. 9.30 to 11 p.m.—H.M.S. fireworks in Harbour.

Third Day.

1 to 3 p.m.—Official tiffin H.K. Hotel. 5.15 to 6 p.m.—Decorated Motor Car Procession, touring the centre of the City. 6.30 p.m.—Entertainment of Services in matched, on Murray Parade Ground. 7.30 p.m.—All illuminations ashore and afloat to be completely lighted up. 9 to 10 p.m.—Dragon Boat procession. 10 to 11 p.m.—H.M.S. fireworks in Harbour. The dates of the celebrations cannot yet be definitely decided until advices have been received from Home as to the dates of the general peace celebrations throughout the Empire, which will probably be early in August.

DAY BY DAY.

Among the passengers who arrived by the s.s. China was Mr. E. Ashworth Hope, solicitor of the firm of Messrs. Gibb and Hope.

About 500 Chinese are proceeding to various parts of America by the s.s. China, and this afternoon the offices of the China Mail Steamship Company were besieged by the greater portion of these passengers for the purpose of medical examination.

DON'T FORGET.

Don't forget to send your contributions to the Peace Celebrations Committee, c/o the Council Chamber, Government House, Hongkong.

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UNDENIABLE SUCCESS.

Judge R. H. Noyes, the writer of the following article, was the President of the Mixed Tribunals of Egypt from 1913 to 1915. He was held in high esteem by his colleagues, and was elected President Judge of one of the Courts, that of Mansurah.

The Mixed Tribunals in Egypt, to which I had the honour to be attached for five years, are, as is well known, entirely independent of the Egyptian Government, and of the British officials in Egypt. These Courts constitute, as it were, a State within the State. Consequently, the position of their members is such as to enable them to judge quite impartially of the conditions of the country and of the manner in which it is being administered.

There can be no doubt, in my opinion, that the British administration of Egypt has been a blessing to the country and the people. And yet the period during which that administration has been carried on has not been a long one. Less than 40 years have elapsed since the events of 1882 led to the occupation of Egypt by England. The progress made by the country under the occupation, both materially and in moral culture, is great indeed. The principal merit is undoubtedly due to Lord Cromer, who from 1883 to 1907, in a masterly way, represented England in Egypt.

AS THINGS WERE.
At the time of the occupation the economic situation in Egypt was, no one will deny it, very bad. All previous attempts to bring order into her finances had failed; State bankruptcy seemed inevitable. The administration was given over to disorder and corruption, the system of irrigation and canalisation had fallen into neglect, and a great portion of the population was at times threatened with famine. Education was primitive, sanitation almost totally neglected.

Formally the occupation occasioned no alteration in the official position of Great Britain's representative. He remained, as before, British Consul-General in Egypt. But in point of fact his influence on the administration of the country was paramount. In all the Egyptian Administrative Departments Englishmen were placed as advisers to the Ministers. Provincial Governors were provided with English counsellors. English officials were everywhere put in charge of the organization and the direction of public works, irrigation communications, and local improvements.

THE WORK OF REFORM.
The results were not long in becoming manifest. Order and efficiency prevailed in all public administration, the country's finances improved rapidly; at the present moment they are excellent. For the regulation of high-water on the Nile, that primary source of life in Egypt, fine canals and dams were constructed, among others the magnificent barrage of Assuan, now renowned throughout the world. By these works the danger of bad harvests was eliminated, a more general and equitable distribution of water became possible, and large tracts of land which had lain waste from lack of irrigation were brought under cultivation. Important reforms were introduced in all directions, in public education, in the administration of justice, in the police, the prisons, general sanitation, etc.

The principal endeavour of the British administration has been to improve the condition of the peasants, the fellahs, who form the great mass of the Egyptian population. Before the occupation the peasant was weighed down by the burden of numerous grinding taxes, which oppressed him all the more that they were collected in the most unscrupulous manner by exacting and corrupt collectors. One of Lord Cromer's first acts was to abolish most of these excessive taxes and to introduce a righteous and practical system of collecting those that had to be maintained. The taxes were made payable at times best suited to the peasant—namely, when he gathered in his harvest.

To protect the owners of small plots of land from the whims of the usurer, who was formerly his bane, a law has been passed prohibiting the forced sale of such small plots for the recovery of debt. The initiative in passing this law was due to Lord Kitchener, one of Lord Cromer's successors in Egypt. The improvement introduced in the irrigation system, moreover, greatly increased the agricultural production and raised the value

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of landed property. Thanks to these measures, the Egyptian peasant has for the first time in history been raised from a state of misery and semi-slavery to normal conditions of human existence. These conditions may now even be called prosperous.

THE HONEST ADMINISTRATION.
The most striking feature of the British administration is its honesty. Unwavering straightforwardness and a keen sense of justice are qualities which characterize not only the heads of the British administration in Cairo, but the numerous British officials, high and low, spread about in the provinces. These were at first regarded with a certain amount of suspicion by the natives, who had not been accustomed to much honesty among Civil servants of their own race. Nor had their experience of foreigners in their relations with the native been invariably of an agreeable nature. Too many of these had shown that their sole aim was to make money rapidly by an inconsiderate exploitation of the country without caring much for its betterment.

The Egyptian has now learnt that in the British official he has a disinterested furtherer of the country's interests, and powerful and fearless protector of his rights against any one attempting to deprive him of them, whether native or foreign. By the example which the British official has given to the native official, and by the control he has exercised over him, the moral level of the latter has been raised, and he has undergone a remarkable change for the better.

Another striking feature of the British administration is its constant care not to interfere with the private life of the people. Egypt, the most cosmopolitan of lands, is inhabited by people of all races and religions. The habits and customs of all these different peoples are equally respected by the administration; they all enjoy complete religious liberty. The world war, it is true, has necessitated certain restrictions of this public liberty, but they have not exceeded what the special circumstances required.

THE CAPITULATIONS.
The undeniable success of the British administration in Egypt is all the more remarkable because the conditions under which the work had to be done were in many respects unfavorable. None of the Powers had recognized that this occupation vested in England any formal rights over Egypt. This circumstance had naturally a somewhat paralyzing effect on the work to be accomplished. Great difficulties were also met with owing to the Capitulations. By these Treaties the judicial power over all foreigners dwelling in the land is removed from the native Courts and vested for one category of cases in the Mixed Tribunals, and for another in the foreign Consulates.

This division of the judicial authority has given rise to many incongruities. The Capitulations are, moreover, a hindrance to legislation, as new laws are not binding on foreigners. It is only that they should become so if it was necessary to do so. In 1911, the British Government, in its desire to secure the unity of the Egyptian legal system, proposed to the Egyptian Government a new law which would be binding on all subjects of the Egyptian Empire. A law which would be binding on all subjects of the Egyptian Empire.

MARSHAL FOCH'S WIFE.

Marshal Foch's participation in the war has been a remarkable one. He has been a constant presence at the headquarters of the Allied forces, and his presence has been a source of great comfort and confidence to the Allied forces. He has been a constant presence at the headquarters of the Allied forces, and his presence has been a source of great comfort and confidence to the Allied forces. He has been a constant presence at the headquarters of the Allied forces, and his presence has been a source of great comfort and confidence to the Allied forces.

Powers concerned refused its consent it could not be enforced. Since 1911 this consent is obtainable through the Mixed Tribunals, which greatly facilitate matters. As an offset to these inconveniences one must not forget that the Mixed Tribunals, the existence of which is due to these Capitulations, have done a great deal for the development of Egypt by the example they have given the native Courts of independence and righteous dealings of Western justice, morals, and probity.

MIXED TRIBUNALS' FUNCTION.
The question of the abolition of the Capitulations, which has been so much talked of, is soon to be brought forward again. The disappearance of this last link of Egyptian bondage is to be desired for the good of Egypt. It is true that they have hitherto constituted a valuable and necessary guarantee for the European population of the country. These guarantees have now, under the British Protectorate, become unnecessary and useless, and they only continue to stand in the way of the country's further development.

With the abolition of the Capitulations, the Mixed Tribunals will naturally cease to exist, and unity in the administration of justice will be established. But in unifying the Law Courts, places must be reserved in them for foreign Judges. They will have to be in the majority in cases where foreign interests are involved, as is the case at present in the Mixed Tribunals. One must not lose sight of the fact that the number of foreigners in Egypt amounts to 700,000, and that they hold the far largest share of banking, commercial, shipping, and industrial interests.

French interests and French culture have at all times been predominant in Egypt. French is spoken by every educated Egyptian, and is the language used in the Mixed Tribunals. The laws these Courts have to apply are based on the Code Napoleon. It would be a mistake if the roots that French culture has sunk so deeply in the soil of Egypt should be torn up by the reforms in contemplation. Especially in the administration of justice the substitution of English for French law and procedure would be more of a disadvantage than a benefit.

SUCCESS ASSURED.
I am fully convinced that under Great Britain's guidance the future development of Egypt will progress as rapidly as it has done hitherto. There is in its favour the country's admirable situation, its fine climate and great natural wealth, the lively intelligence of its upper classes, the rare industry of its simple-minded and now emancipated peasantry. However, Egypt is not yet ripe for self-government. The peasant, who constitutes the vast majority of her population, can neither yet read nor write. He has no political ideas, and no political sense whatever.

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WAR GARDENS.

STILL CONTINUING.

The war gardeners of the United States, of whom there were more than 5,000,000 in 1918, have not ceased their activities because military operations have come to an end. They have turned their war gardens into Victory Gardens and are cultivating the back yards and vacant lots in cities and towns all over the country with as much patriotic enthusiasm as they showed during the war in growing food. Reports to the National War Garden Commission indicate that the final count will show more Victory Gardens in 1919 than there were war gardens in 1917 or 1918.

The Commission has continued its campaign for home food production this year because it realized the world need and that if America were to keep its promise to ship vast quantities of staples abroad there must be no let-up in cultivation of all available land. On this account it called on the city farmer again this year to do his share, and the response has been remarkable. The home soldiers of the soil have shouldered their hoes and have gone into the gardens determined to beat the enemy Hunger in the same way they helped to crush the Hun. The Commission again this year has furnished the press of the country with short daily garden lessons for the instruction of the home food growers. It has supplied free garden booklets to anybody who applies; and its posters have been displayed all over the country. It has also distributed hundreds of thousands of canning and drying booklets to aid in the conservation of all surplus garden products so that nothing goes to waste.

Manufacturing and industrial concerns of all sorts, including the railroads, banks, chambers of commerce and other trade bodies, banks, libraries, women's clubs, state, county and city officials, local committees and other organizations have co-operated with the National War Garden Commission in spreading the message and urging upon the people the importance of continuing the work of increasing food supplies.

"One of the big features of the campaign has been the part taken by manufacturing companies in keeping up the interest in gardening among their employees," said Charles Lathrop Pack, President of the National War Garden Commission. "One concern whose men cultivated more than 100 acres of land furnished them last year by the company, with 2,000 more of the workers having gardens at their homes, reports that the undertaking 'is looked upon by the company and its employees as a permanent institution.' This is typical of many reports received by the Commission. One big mining company with plants at different places in three states says that most of its 9,000 workers are interested in gardening and it is helping them. The 7,000 workers at the Rock Island Arsenal also have entered actively into the campaign. The United States Railroad Administration has co-operated closely with the Commission by placing posters in stations along the lines under its control and by distributing free garden books. Land along the rights-of-way not needed for railroad purposes has been turned over to the men for garden purposes and they are planting Victory Gardens everywhere. Among leading manufacturing concerns which are encouraging and assisting their men to garden are the American Woolen Company, the Carnegie Steel Company, the United Shoe Machinery Corporation, the General Electric Company, the American Rolling Mill Company, the Westinghouse Electric and Manufacturing Company, the Eastman Kodak Company, and so on through a long list.

"Aside from its value as a food producer and as a means of helping to win the world food war and make secure the fruits of victory, the home garden has proved its worth and is being encouraged for other reasons. Banks realize that the man who plants a garden is thrifty and becomes a better customer and so they are helping through economic as well as patriotic reasons. The garden path leads to the bank counter, they know. Chambers of Commerce and city beautification committees recognize that it makes for the added wealth and for the improvement of the community. The garden is being used in civic betterment work because it knits the home ties more securely. Gardening has been one of the

features in the 'own-a-home' campaign this year. In connection with the training and education of children and their encouragement to outdoor life, a more intensive campaign than ever has been carried on among the school children of the nation. They have been organized into the United States School Garden Army by the Federal Bureau of Education with which the National War Garden Commission has been co-operating closely.

"The returning soldier is thinking of food production because he realizes perhaps better than anyone else how important it was in winning the war and how much the peoples abroad will need large food supplies for a long time to come. The Commission has received letters from soldiers in France and elsewhere and from American sailors asking that garden books be sent to their families at home. As the soldiers came back one of the first things many of them did was to start a little garden on some vacant plot. This has served as an inspiration to others to keep up the good work."

Many applications for information and data which have come to the Commission from foreign countries have been filled. These have come from all parts of the world. In a memorial volume which has been prepared by Charles Lathrop Pack, President of the National War Garden Commission, showing what the home "soldier of the soil" did as a war measure, the opinion is expressed that the war gardener, now transformed into a victory gardener, has come to stay.

ARLINGTON MANSION.

The sale of Lord Salisbury's house in Arlington-street (says a London paper) for £120,000 has called attention to the fact that it has been in the possession of the vendor's family for about 550 years. This is pretty good for a London town mansion, which, as a class of house, is continually changing hands as the owner's fortunes wax and wane. But it does not approach the Hervey's lengthy tenure of 5 St. James-square. A Marquis of Bristol has owned this fine residence ever since John Hervey, member for Hythe and Receiver-General to the Queen, took it from Story's builder, in 1677. Probably this is unequalled in London. Lord Lansdowne's family have lived in Lansdowne House, Berkeley-square, since 1760.

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MARRIAGE.

WHY SOME MEN AVOID IT.

"Dorothy Dix" writes:—A prominent and successful physician of Britain was asked the other day why he had never married.

"Because of the awful warnings against matrimony that I have seen in the practice of my profession," he replied, "especially among doctors, who seem to have a deadly ill luck in drawing jealous women for wives."

"I have seen too many men working themselves to death in a vain effort to keep up with their wives' extravagance. I have tried to patch up too many men who have been nagged into nervous prostration by peevish and discontented wives. I have seen too many of my brethren hampered and held back from the careers they were fitted to fill by suspicious and jealous wives who regarded every feminine patient as a rival."

"Of course, I have wanted a home. Of course, I should have liked to have a wife and children if I could have been certain that I would get a wife who would be a help instead of a hindrance. But there is no magic that you can apply to a girl before you marry her that will enable you to tell what sort of wife she will make, so I was afraid to take the risk."

"I had my work to do in the world and I felt that I had time and peace in which to study and a mind untroubled by domestic worries. How is a doctor going to keep up with his profession if he is married to a woman who weeps because she is neglected very time he takes up a book at home? Yet I know a doctor who has that kind of wife—and he's slipping back every year. How is a surgeon going to have a steady hand for an operation if he comes to it with his nerves all jangled from a scene with his wife? Yet I know plenty of surgeons who are handicapped that way too."

"Women are always wondering why men don't marry. If they would look about them they would see that it is the awful warnings against matrimony they themselves hang out that scare off all but the foolhardy."

"Fortunately, there is a cheerier view of the holy estate than this physician gives. Not all marriages are unhappy. There are women who make men as well as women who ruin them. There are wives who bore their husbands up into matrimony as well as

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wives who pull their husbands down into failure. But this doctor's words should make every married woman ask herself whether she is a help or a hindrance to her husband.

Women put such a fictitious value on love that they are apt to think that they do their full duty to their husbands if they love them enough. More than that, a woman will excuse the very sins against her husband that ruin his life by her affection for him. She even justifies her jealousy, her nagging and her refusal to let him stir from her side on the ground of her devotion to him, though her hatred would do him less harm.

Now in a practical world the only kind of love that is worth a button is the love that expresses itself in terms of service. It does not matter to a man what the temperature of his wife's affection is if she is a drag on his feet and a blight to his career.

Probably every woman in the world would like to help her husband if she could, but when she thinks of helping him she thinks of presenting him with a million dollars or being some romantic inspiration to him, and as she can't do either of these things she feels that there is nothing that she can do for him. She never thinks of the little things that she can do, and it's the little things that count and that the man needs.

The woman who is wasteful and extravagant doesn't realize that she is keeping her husband poor, but she is. The garbage can and the old clothes closet stand between many a man and fortune. His wife's thriftlessness prevents him from even accumulating the nest egg that would enable him to take advantage of the golden opportunity that comes his way.

The woman who lives up to her husband's income may write herself down as a hindrance to him, and one of the women who keep bachelors from marrying. The woman who is peevish and discontented, and who makes of her home a place of discord diminishes her husband's power of achieving things by half. The man who starts out to work with his mind full of domestic worries and bitterness that he must put aside before he can give his attention to his business or profession has at least 50 per cent. less brain power, vitality, enthusiasm and ambition than has the man who has gone from a happy, contented home and from a wife who was an inspiration instead of a depressant.

In matrimony there is no middle ground. A wife is either a blessing or a curse, a help or a hindrance. Which are you? Are you one of the women who are a hindrance to bachelors, or a wife who makes them think longingly of home, sweet home?

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The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 26, 1919.

JAPANESE SHIPPING COMPLAINTS.

Judging from recent comment by Japanese journals, certain Japanese shipping interests are feeling rather aggrieved at the fact that they are losing some of their trade with India because British vessels are now returning to the scenes of their former activities interrupted by the war. One of these newspapers has a long article headed "Driving Japanese Vessels out of Indian Waters," and in the course of it allegations are made of discrimination against Japanese vessels by an alleged refusal to supply coal and also by preventing the importation of sugar from Java. We need not go in detail into the assertions made, but it is said that certain negotiations on the questions in dispute are being protracted, to give time for the recovery of lost ground to British shipping. Britain is described as not hesitating to go to the length of using the Indian authorities as a tool and making them violate the rights of others in order to protect her own shipowners and carrying trade. There is much more of this sort of comment, which clearly indicates that Japanese shipping interests are perturbed because the British merchant flag is reappearing in what, after all, are British waters.

In one of the articles under notice it is said that at the Allies' request Japanese vessels endured great sacrifices in supplying the shortage of hold space on the western coast of England, on the Ocean and South Sea routes, and Britain is accused of abruptly changing her attitude immediately after the Armistice was signed. "The ungrateful attitude of the British is truly hateful," we are told. Another journal speaks of the British Government and the Indian authorities "humbly requesting" Japanese shipping companies to run their vessels to Indian waters. One might imagine from this sort of talk that the Japanese merely ran their vessels to oblige the Allies, it might be even at a loss. But the world does not need reminding of the tremendous profits which were made by Japanese shipping during the war by reason of the fact that in many seas they had the field practically to themselves. Did the Japanese expect conditions to last for ever, we wonder? The *Hochi*, in dealing with this shipping question, declares that "Britain is essentially a selfish nation; she threatens a tariff war on the outer world by effecting a tariff reform soon after the conclusion of the Armistice." The commentator evidently overlooks two facts. One is that British Tariff Reform was foreshadowed long ago, when the Paris Economic Conference resolutions were passed. The other is that Britain is now going to do what Japan has done for years—protect herself from harmful foreign competition by the use of a tariff. The Protectionist countries who discriminate against British goods would no doubt like to see Britain continuing her so-called Free Trade policy for ever, but we have become wise in our day and generation and intend to come more into line with almost universal fiscal usages.

But matters like these of the tariff are red-herrings drawn across the track. The plain fact no doubt is that the Japanese are a little hurt at the changed conditions in Indian waters. In reality, they have nothing to complain of, and, seeing that foreign shipping is denied the privileges of coasting trade in Japan, it would be only sense for the grander were a similar rule enforced in Indian waters. We cannot see any reasonable ground for complaining by a nation which has been shipping from the coasting trade if retaliatory measures are taken. Britain has been far too easy-going on this question in the past, she has given rights to others which have been denied her. On the other hand, the balance is now going to be re-adjusted. We think that enough of so-called Free Trade. And it is about time that we brought our shipping policy in line with our new fiscal arrangements.

NOTES AND COMMENTS

CELEBRATIONS

There has been a great deal of comment round town, with regard to the very quiet manner in which the news of the assurance of peace being signed was received. There were no demonstrations of any kind and the only indication that important events had happened was a display of flags from the various Hongks. It is the general opinion in the Colony that when the news is received of the actual signing of peace it will be taken with the same equanimity and also that we shall go about our peace celebrations, in August next, in a quiet manner, with typical British reserve. As a matter of fact it takes a good deal to rouse the average Britisher into anything more than mild enthusiasm. When it is remembered that over four years' pent up feeling was released on receipt of news of the Armistice the demonstrations which took place were mild in comparison with some we have witnessed in other parts of the world in connection with much less striking events. It is also worthy of note that it is only twice during the past twenty-five years that the Britisher has really "let himself go", the first occasion being the relief of Mafeking, when London went wild with joy. And that is the great contrast between the Britisher and the German. In the former every act indicates a quiet determination of purpose, in the latter we have always had to stand by and witness exhibitions of insincere "gusto" and shallowness of mind which we believe is a trait of the Teuton that will never be eradicated.

THE FUTURE OF AFGHANISTAN.

We are shortly to witness a gathering of peace delegates at Rawalpindi, a frontier town in the North-West Provinces where the Afghans will have the pleasure of knowing the punishment that the British wish to inflict upon them for the dastardly and unprovoked warfare recently waged. This is the fourth Afghan war that we have fought and it should be the last. Although the nature of the Peace Terms to be offered to the Amir of Afghanistan has not been vouchsafed us, we have no doubt that they will be stringent and a warning to the future generation in Afghanistan. It is not generally known that the Indian Government doles out annually a sum of about twenty lakhs of rupees, or ten lakhs Mexican dollars, and this is nothing in comparison to the army which the Indian Government has to maintain on the border. In return for this handsome payment the Amir, whenever it suits his fancy, can set his hoardest loose on a country that has done nothing to warrant the bellicose spirit. Crores and crores of rupees are spent annually on the upkeep of the border army in India. Afghanistan must be penalised for its out-throat policy, and a reputation of another war must be made impossible. The suggestion is thrown out that the Indian Government should annex the fertile valleys of Afghanistan and convert many of them into first-class vineyards.

TOO CONSIDERATE.

A telegram appearing in the Northern papers throws some light on the suggestion recently made that Mr. Lloyd George had been "got at" by certain people who were anxious that the peace terms should be watered down so as to be more acceptable to the Germans. This telegram speaks of a memorial having been addressed to the Premier by Lord Loreburn, Earl Beauchamp, Mr. Clifford, Dr. Meyer and Mr. Scott, editor of the *Manchester Guardian*, urging an impartial and sympathetic consideration of the German appeals for a modification of the peace terms and expressing a desire that they be met where possible. "A peace willingly signed," the memorialists say, "is of infinitely greater value than one forced on the enemy by threats of famine." That sounds very nice and very magnanimous, but did the Germans really deserve any such consideration? They showed precious little regard for the feelings of others in the war, anyhow. So why should their desires be heeded? In any case whatever the punishment was, we cannot conceive the Germans taking it "willingly." As things are, we are glad that no substantial modifications have been made. The Germans have accepted the terms, not with good grace, but simply because they were forced to do so.

DAY BY DAY

DOUBTLESS YOUR WORTH BY THE THINGS YOU ARE GOING TO DO TOMORROW.

The Small Transport and Trading Co. has declared a second interim dividend on the ordinary shares at the rate of 5/- per share.

A Chinese yesterday went for a swim at Causeway Bay, and was drowned. His body has not been recovered.

Yesterday's health return shows four cases of plague (two fatal) and one fatal occurrence of cerebro-spinal fever—all Chinese.

Attention is directed to Mr. G.P. Lammer's auction sale of household furniture at 23, Cameron Terrace, Kowloon, on June 28.

The Empire Revue Company opens its season at the Theatre Royal to-night, when a Vaudeville Banquet will be staged.

"Public"—You have failed to comply with the rule requiring anonymous correspondents to furnish their name and address; hence the non-appearance of your letter.

Some delay was caused to shipping in Foochow, last week, owing to a strike on the part of the lighter coolies for higher wages. The coolies' demands were eventually conceded, and they are now back at work.

A local fishing junk whilst sailing to Cap Sui Moon, was at 10 o'clock on Monday night run into by the Canton steamer Kong-ming, and sunk. The crew of the junk were rescued by a passing junk and taken to Canton.

Captain Macmillan, of the s.s. Benclench, a frequent caller at Far Eastern ports, was invested by His Majesty King George with the D.S.O. at Buckingham Palace on March 29 for services in action with enemy submarines.

Yesterday three obsolete submarines of the "C" class were sold by Messrs. Hughes and Hough at the naval yard. Mr. Ah Kim bought C. 38 for \$3,350; Mr. Yuen Hing gave \$3,100 for C. 37, and Mr. So King purchased C. 36 for \$3,000.

On an application by Sergeant Eerner, a Chinese who was arrested at 23, Sai Street in possession of an automatic pistol, two magazines and 29 rounds of ammunition without a permit, was to-day remanded at the Police Court until to-morrow.

The Rev. Mr. Hewitt, of St. Stephen's College, met with a motor cycle accident, last week, whilst on the way to Tai-po. Something went wrong with the back wheel of the machine which Mr. Hewitt was riding and he was thrown off but escaped with very slight damage.

To be employed at the Kowloon Godown is to have the opportunity of taking a toll on cargo. At least this was what a coolie thought. He stole some skeins of cotton from a bale and was arrested and to-day given two weeks by Mr. R. O. Hutchison at the Police Court. According to Mr. R. Pakham, the toll exacted by the coolie was continuous; there was, in fact, a great deal of petty pilfering going on.

Two thieves on the same day stole personal effects of a Chinese fitter employed on the s.s. Japan. One of the thieves, whose name is Li Kut, earlier in the day sneaked on board and was about to leave the ship with such trifles as tin bottles, and a hat belonging to the fitter which he had collected and put into a bag when he was seen and arrested. The intention of the Police, who did not know then the history of the hat, was to charge the man with trespassing. Whilst the man was going through the formula of being charged at the Police Station, there came into the charge-room another thief, accompanied by the fitter whose overall the man had stolen. As soon as the fitter caught sight of the hat he instantly identified it as his own. This new development caused the Police to abandon the charge of trespassing and prefer the charge of theft against Li Kut. To-day he was remanded to the Police Court until to-morrow.

MUSICAL JOYINGS

(BY "ENHARMONIO")

The war has brought the Czech very much before public notice and it is interesting to note that some of the greatest men of musical genius of the present time are Czechs. But for some reason which I have never been exactly able to find out, before the war Czech musicians rarely described themselves as such, preferring to call themselves Russians, Bohemians or Hungarians. For instance, who ever knew that Kubelik is a Czech-Slovak, likewise his tutor Otakar Sevcik, also Dvorak, Emmy Destinn and Karl Burian. I had many pleasant afternoons, with Bogumil Sykora, the Cellist, who visited Hongkong some few months ago, and he told me that he described himself as a Russian, before the war, for business reasons, but is really a Czech-Slovak. Many English musicians of note, in pre-war times, adopted foreign names, preferably ending in "sky" for the same reason. All of which go to show that there is much in a name in the musical world.

We hear very little, these days, of the works of Henry Farmer who, in his time was a noted English composer. Like many other English musicians, Henry Farmer found that composition did not bring him the wherewithal to live, so he devoted his talent to the more lucrative work of arranging selections from operas, symphonies and other popular works for pianoforte, pianoforte and violin and other combinations. Another English musical genius who is looked upon by some as the English Chopin, was Field. Field has written some beautiful nocturnes and I have often heard the casual musician remark when hearing a Field nocturne say "Isn't Chopin beautiful!"

The Union Philharmonic Society of Peking is now giving regular performances in the evenings, on the Wall and in the Hotel des Wagon Lits during dinner and dance music afterwards. It is interesting to note that there is a professional orchestra attached to the Society under the baton of Professor J. F. Heymans.

Which brings me again to the Hongkong band question. Since last referring to the matter, I have asked everybody I know whether they think we ought to be provided with a band, and they, in turn, have asked their friends with the result that it is safe to say there never was a greater unanimity of opinion on any question affecting Hongkong social life. I am anxiously awaiting to hear the matter brought up again in the Legislative Council.

Local Scots, who are keen on music, will be interested to learn that—

The Gaelic Mod was resumed in Edinburgh in September.

Lady Beatty issued an appeal for funds to provide a musical training for Leading Seaman Albert Filmer, a young bluejacket of twenty-three, whom the authorities state is the possessor of a baritone voice of extraordinary quality and power. Filmer was in the battle of Jutland.

The Dunfermline Carnegie School of Music had a record enrolment in all branches this season. The Carnegie Trust are contemplating considerable music development, a much needed concert hall being one of the projects.

Mr. Stephen played his Fantasy Quintet with the Fellows Quartet in Edinburgh on February 28th, this being the second performance in Edinburgh.

At the second lecture recital in Aberdeen, Mr. J. G. Burnett of Powys spoke in interesting fashion of Beethoven's life and work, and Mrs. Burnett gave a brilliant rendering of the Violin Concerto and the "Kreutzer" Sonata.

A new violin Sonata by Sir Charles Stanford—op. 165, No. 2—the third new work from his pen to be heard within a week, was produced at Wigmore Hall recently by Miss Murray Lambert and Mr. Hamilton Harty. A well known home critic says of the work: "Like all Sir Charles Stanford's later music, it is conspicuous for lucidity and fine workmanship without recourse to modern devices. This well marked influence of great models can be traced, not detracting from the merit of the Sonata. The march-like quality with its suggestion of the eighteenth

TALK OF NEW PORTUGUESE CLUB

HONGKONG GENTLEMEN

GENEROUS OFFER BY MR. A. M. L. SOARES

Mr. A. M. L. Soares, a well known member of the Portuguese community, has just purchased from the Bellios Estate the building at present occupied by Mr. G. P. Lammer, the auctioneer, and the Telephone Company. The property faces two streets—Duddell and Ice House Streets. The purchase price is \$136,000 or \$35 per square foot.

Mr. Soares has generously offered it to the Committee of the Portuguese Club, and it is hardly necessary to mention that a more suitable site for an up-to-date Club for the Portuguese community could hardly be secured. The property is in the heart of the Colony, a stone's throw from the business centre, and not perched on a hill, obviating the use of chairs.

The present Portuguese Club has been housed on its site for practically sixty years. Fifteen years ago the locality was a European preserve, but Chinese encroachment has been rapid and unceasing, with the result that to-day the Portuguese Club is surrounded on all sides by Chinese residential quarters. This fact has been a source of great worry to the community, and recently attempts were made to find surroundings that would be not an eye sore to the members. Up to recently negotiations have been privately proceeding for the purchase of a site for a new Portuguese Club in Kowloon.

Considering that there is such a scramble for land in Hongkong, the Portuguese community have reason to congratulate themselves on the fine opportunity that is now presented them by the offer of Mr. Soares. Mr. Soares, it is rumoured is offering the property that he has purchased from the Bellios Estate at the same price.

Should the community elect to accept this, the property in Duddell Street will be razed to the ground and a palatial structure put up.

The present Portuguese Club in Shelley Street is a three-storied building and it will be a capital opportunity, if the Club is removed from there to Ice House Street, for an up-to-date Chinese Club to be built in Shelley Street.

The present Portuguese Club is certainly in a good condition, and a better position for a Chinese Club could not be desired.

If Battery Path is broadened, as it is rumoured, the position of the new Portuguese Club, should the committee accept Mr. Soares' offer, will be enviable.

It may be added that the Louis de Camoes hall in the present Portuguese Club is the largest dancing hall in the Colony.

BOSTOCK'S CIRCUS.

Bostock's Circus continues to draw good houses, which is not surprising, since, as has been stated before, the turns are of such a high order of excellence that they will bear witnessing repeatedly without fear of loss of interest. In spite of the heat last night, the tent was well filled and may new wheezes were pulled off by the clown. In this connection we would specially mention the clown "Spuds." He is one of the most hardworked members of the Company and it is astonishing to witness the manner in which he continues to amuse the audience. He always comes up fresh and there is no sign of staleness. His jokes are clean and really witty and he gets the audience into a good humour from the start, which, as is well known amongst showmen, is half the battle. "Spuds" is one of the cleverest humourists of his particular kind that we have seen attached to any Circus visiting the East.

There is to be another special matinee to-day.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 8:15 a.m. to-day.

Typhoon is about 127 degrees Long E. and 17 degrees Lat. N. direction unknown.

century, it once drew attention, and the whole of the movement in style and dignified. The meditative and simple movement in the pleasing contrast and the quality which has been the result of the new artistic movement in the last few years.

THE QUESTION OF SUNDAY SPORTS

In the past few years the question of Sunday sports has been a matter of much controversy in England. Just 350 years ago Queen Elizabeth issued a licence for the playing of certain games on the Sabbath—including shooting, leaping, running, wrestling, throwing the hammer, and "the pitching of the bar"; all, it will be noted, likely to promote fitness for military service if need be. James I. went further with his "Book of Sports," and strengthened the voice of opposition, which had never been quite silent, so that in 1625 all was changed, and a law was passed forbidding "on the Lord's Day within this realm of England any sports or pastimes whatsoever."

I notice (says a Home writer) it is estimated that 1,000,000 cigarettes are now smoked daily by women in England. It seems a remarkably high estimate, but there is certainly evidence in the restaurants of London that many women are becoming "chain" smokers and light a fresh cigarette from one nearly finished. Soon apparently the pipe will cease to be one of men's monopolies. I haven't yet seen an Englishwoman smoking one, but not long ago I met a Frenchwoman in Amiens who refused to smoke anything except a cigarette, and said that she could never understand women who remained satisfied with the cigarette.

The question of Sunday sports is a matter of ancient controversy in England. Just 350 years ago Queen Elizabeth issued a licence for the playing of certain games on the Sabbath—including shooting, leaping, running, wrestling, throwing the hammer, and "the pitching of the bar"; all, it will be noted, likely to promote fitness for military service if need be. James I. went further with his "Book of Sports," and strengthened the voice of opposition, which had never been quite silent, so that in 1625 all was changed, and a law was passed forbidding "on the Lord's Day within this realm of England any sports or pastimes whatsoever."

Major Willie Redmond's foreknowledge of his death on the battlefield, to which Lord Lamborne has been bearing witness, is only one more instance of that mysterious prevision of things which with the Irish, more perhaps than any other race, appear at times to be endowed. Another case is that of Patrick Burke, the young soldier-journalist, who fell in the fighting on the Ancre in 1917. Burke, who, as a ranker, had come unscathed through months of the heaviest fighting, bade a friend good-bye when he gained his commission, and handed him a Roman Catholic amulet which he had always carried. "I shan't want it any more," he said, "I'm going west this time." Barely a fortnight later he was shot through the head.

The announcement of the appointment of Sir Eric Drummond as secretary to the League of Nations, with \$5,000 a year and \$5,000 a year for expenses, appears to have raised hopes among the demobilised of finding work at Geneva which would not be too tedious or too badly paid. Unluckily, it is too late. Most of the posts have already been filled, and it is understood, been given to those who have been working on the Peace Treaty and the Commissions in Paris.

According to the *Ozaka Asahi* the British authorities recently sent an inquiry to the Kobe Chamber of Commerce as to the chances of employment in Japan of English technical experts who had been in charge of the production of ammunition during the war and are now released from this work. The Chamber of Commerce has apparently received a list of the names available, since these were interested and requested to supply them for information. Japan should be making use of the technical experts who were in charge of the production of ammunition during the war and are now released from this work. The Chamber of Commerce has apparently received a list of the names available, since these were interested and requested to supply them for information. Japan should be making use of the technical experts who were in charge of the production of ammunition during the war and are now released from this work. 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**TOWN
IN
MODERN
THE MOST**

MERCURY GARAGE

**FOR
REMEMBER
TEL. NO. 977**

THE MERCANTILE MARINE.

CHINA COAST CHANGES.

Captain E. L. Jones, of the Ichang, is on reserve.

Mr. J. Dulvy, chief officer, Chihhua, is on reserve.

Mr. J. J. McLeary, chief officer, Chusan, has gone chief officer, Chihhua.

Mr. H. Anderson, chief officer, Singan, has gone chief officer, Yunnan.

Captain E. B. Jones, of the Singan, has gone master, Ichang.

Captain J. Meathrel, from reserve, has gone master, Chungking.

Mr. T. G. Beer, acting master, Chungking, is on leave.

Mr. C. C. Neilsen, from reserve, has gone chief officer, Woosung.

Mr. W. F. Steel, chief officer, Woosung, is on leave.

Mr. W. J. Larter, from reserve, has gone second officer, Kan-chow.

Mr. J. Symington, chief engineer, Ngankin, has gone chief engineer, Hoikow.

Mr. J. Henderson, chief engineer, Hoikow, has gone chief engineer, Nankin.

Mr. J. McKechine, chief engineer, Siangtan, has gone chief engineer, Chinkiang.

Mr. R. Thorburn, chief engineer, Chinkiang, has gone chief engineer, Siangtan.

Mr. W. Hudson, second officer, Chungking, has resigned.

Mr. A. Walker, second officer, Namsang, has gone second officer, Fooksang.

Mr. W. J. Booker, chief officer, Chungking, has gone acting master, same ship.

Mr. J. R. Doughty, from reserve, has gone chief officer, Chungking.

Mr. J. M. Sturgeon, second officer, Fooksang, has gone second officer, Chungking.

Mr. E. H. Laurence, from reserve, has gone chief officer, Fausang.

Mr. J. V. Simpson, chief officer, Taksang, is on reserve.

Mr. D. R. Kilbee, from reserve, has gone chief officer, Taksang.

Mr. J. Walsh, supernumerary chief officer, Mansang, has gone second officer, same ship.

Mr. J. W. Pettigrew, chief officer, Fausang, has gone chief officer, Kwaisang.

Mr. C. D. Nicoll, chief officer, Kwaisang, is on leave.

Mr. J. Ellesen, from reserve, has gone second officer, Hsinchi.

Mr. A. Cretkol, third engineer, Hsien, has gone third engineer, Hsinming.

Mr. C. Pedersen, from reserve, has gone third engineer, Hsin-fung.

Mr. A. Laihovetsky, chief officer, Asia, has gone master, Wahan. Captain E. B. Green, of the Wahan, is on reserve.

Mr. T. Koshemakon has been appointed chief officer, Kiangping.

Mr. A. Raab, second officer,

DEATH OF MR. F. H. JOHANSSON.

(From Our Own Correspondent.)

Shameen, June 25.

The death took place yesterday at 10.30 a.m. of Mr. Fridolf Herbert Johansson, (of the Kwangtung Conservancy Board), aged 30 years.

The funeral took place at 6.45 p.m. and a number of launches left the British Jetty, Shameen, at 6 p.m. headed by a launch containing the coffin, with many wreaths.

An enquiry was held to enable the body to be interred and the principal witnesses gave their evidence which will be put before the Swedish Consul upon his arrival to-morrow.

PORTUGUESE BANK.

SUGGESTED FOR HONGKONG.

This month's issue of the *Religio e Patria* says that the Banco Nacional Ultramarino has just opened a branch in London in order to facilitate banking transactions between Portugal and England, and asks whether it is possible that a branch be established in Hongkong in view of the large number of Portuguese commercial houses doing business here.

The Portuguese Consul appears to be much in favour of this and states that the late manager of the Bank in Macao, Mr. Armando Pereira, while passing through Hongkong recently, had also the same idea.

FRACAS AT PAKHOL.

We learn that a collision occurred at Pakhol station, some days ago, between some of the Southerners and the railway guard. The cause of the trouble is not known but it appears that after some argument the Southern soldiers attempted to disarm the guard and shots were fired with the result that at least one Chinese was killed and several wounded.

Hwah Teh, has gone master, barque, Shin Fu.

Mr. J. S. Wilson, chief officer, Nancy Moller, has resigned.

Mr. W. L. Chapman has been appointed chief officer, Wingon.

Mr. W. H. Lane, chief officer, Chuenchow, has gone master, Wingon.

Captain W. Jones, of the Vulcan, is on leave.

Captain W. C. Youngs, chief officer, Victoria, has gone master, Vulcan.

Mr. J. H. Evans, third officer, Haitan, has gone second officer, same ship.—*Shipping and Engineering*

SOCIETY'S LATEST MOVEMENT.

(Ungracefulness of walk and gesture, says a lady's paper, are now considered a mark of good breeding in Society.)

Good breeding, of course, is not patent to all. If, therefore, you wish to attest yours, When you go to a crush or a concert or ball, You must cultivate curious gestures. You must borrow your style from the apes at the Zoo. 'Twill pass as the best of behaviour. Out at Clapham, it's true, you may find it won't do, But it is sure to go down with Belgravia.

The back that is straight and the pose that's erect My look, I admit, in their way fair. But, of course, it is wholly absurd to expect To do that sort of thing—say, in Mayfair. Such a pose could not fail to elicit remark. It would certainly shock all beholders. And your prospects are dark if you walk in the Park. Without a chic droop of the shoulders. So practise a slouch, wave your arms like a mill. And especially also—take warning—Abandon your clubs and your volunteer drill. And your dumb-bells first thing in the morning. Persevere at your task, and your name, I'll be bound, Will figure large in the social roster. Will shortly be found, if your shoulders are round, And your walk is the walk of a coxter.

P. G. Wodehouse in the *Daily Chronicle*.

A CURIOUS QUEST.

Another burglary took place sometime between midnight and 7 a.m. this morning, this time at the premises of Messrs. Fletcher and Company, who have a chemist's shop known as "The Pharmacy" at No. 22, Queen's Road Central. The burglars appear to have gained access to the premises by climbing up a telegraph pole which is situated just in front of the shop and from thence to the verandah of the first floor. A door leading to the surgery of Dr. Coxon To was easily opened, since an iron bar, which is usually put across and padlocked, was left unused. An attempt to open a safe in the surgery was made but without success, and a curious feature in this connection is that a portion of a green curtain was torn away was stained with what appeared to be sulphuric acid, and there were also stains on the floor near the safe, also having the appearance of being burned by the same acid. Failing to open the safe, all the drawers in various tables and writing desks were forced open but nothing was taken.

From Dr. Coxon To's surgery, the burglars made their way to the back of the premises on the same floor, which is used as a store room, and contains a number of cupboards all locked with padlocks. Every one of these cupboards was wrenched open and the same procedure was followed on the floor above, which is also used as a storeroom. Since nothing was taken, the theory is that the burglars were looking for morphine.

The robbers then proceeded to the chemist's shop on the ground floor by means of a private staircase and attempted to open another safe but failed. They were more successful with a third, which yielded to their efforts and from this a sum of about \$50 was taken. Much damage was done by wrenching open drawers and cupboards which, in the ordinary way, would not be touched, and it is quite evident that the thieves were after something which would be likely to be kept in such places, hence the theory that morphine was the article looked for. The thieves, however, did not succeed in securing any of this drug, although there was a certain quantity stored on an open shelf which could quite easily have been got at but was overlooked.

This is the third attempt which has been made on the same premises, the shop next door having been tackled and, like the Pharmacy, ransacked with a thoroughness which could hardly be credited. Another feature in connection with this latest burglary which has been prominent in other recent attempts on local stores, is that there was an Indian watchman on duty all night and also lights were burning in the shop.

BIG HONGKONG FIRE.

LOSS SAID TO BE \$1,000,000.

Damage to the extent of \$1,000,000 was caused by a big fire which broke out at No. 121, Jervois Street, the ground floor of which was used as a medicine shop.

At 2 a.m. to-day a patrol of constables perceived a volume of smoke issuing from underneath the floor of the house, and immediately sent the alarm to the Fire Station, in the meantime, helping in the rescue of the inmates.

The fire spread with great rapidity eventually involving the two neighbouring houses Nos. 123 and 119. Six hydrants were brought into operation assisted by the motor and fire float. It was not until three hours later that the fire was subdued. Before that, No. 121 was burnt to the ground, while the first and second floors of No. 119, as well as the third floor of No. 123, also sustained substantial damage. The cause of the outbreak has not been ascertained. The property is insured.

AMNESTY FOR SOLDIERS?

Mr. Churchill informed Colonel William Thorne, in the Commons recently, that the whole question of reviewing all cases of British soldiers serving sentences for offences against military discipline committed during the war, on the ratification of peace, was receiving careful consideration, and he hoped to be in a position to make a statement on the subject shortly.

DAIRY FARM NEWS.

CHEESE CHEESE

We offer for sale
AMERICAN CHEESE.
POTTED CHEESE.
FRENCH CHEESE.
COULOMMIER CHEESE.

Cheese is rich in protein and butter fat, hence an important and valuable food.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

GERIN, DREVARD & CO.



4th FLOOR HOTEL MANSIONS
Tel. 114
AND AT CANTON.



GENERATING PLANTS
SWITCHBOARDS
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EXCELLENT CONDITION AND PERFECT RUNNING ORDER
PARAGON RED AND BLACK RIBBONS \$1.25 EACH.

THOMAS W. SIMMONS & CO.
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AMERICAN & ORIENTAL LINE

For New York via Panama
Canal.

S.S. GAELIC PRINCE

Will be despatched for the above port on the 27th July.

For freight and further particulars apply to

THE BANK LINE LIMITED

Agents.

AN AMERICAN PASTOR'S STORY.

The Rev. William R. Brock, of Berwyn, Oklahoma, recently related the following personal experiences—

"When I was a boy of about twelve years" said he, "I had what a boy seldom has—rheumatism. I had been in bad health for some months and was taken out of school on account of it. But I kept getting worse and at one time could hardly get around. This, I suppose, undermined my health and was the cause of my later troubles.

"Some time ago I became very weak, had a severe pain in my side almost all the time and when I walked any distance, I became out of breath, with a feeling of burning at the heart. My head and limbs would ache fearfully, especially at night. Then my rheumatism came on again and, later, I had a dry hacking cough which nearly drove me distracted.

"A friend in Texas, some years before had told me of the benefit he had received from Dr. Williams' pink pills, and finally I was induced to try them by an article in a paper which told of their correcting a case similar to mine. I took them and they made me well."

In rheumatism the blood is thin and lacking in red corpuscles; the portion of the blood that carries oxygen. A remedy that increases the number of these corpuscles enables the blood to carry more oxygen and the oxygen burns out the rheumatic poisons.

Such a remedy is Dr. Williams' pink pills, for pale people, the world-renowned blood and nerve tonic. They are obtainable from druggists everywhere, also direct from the China Office of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, \$1.50 the bottle, 48 for six bottles, post free.

PEKING AND THE SOUTH.

INTERVIEW WITH FORMER MINISTER TO LONDON.

Peking, June 20.—Lew Yuk-lin, who was formerly the Minister for China at St. James's has arrived in Peking from the South. He was received in audience by President Hsu Shih-chang.

In the course of an interview with your correspondent, this morning, he declared that the sentiment of the South was with the President. This did not, however, mean that political principles would be sacrificed. I understand that informal negotiations are proceeding for the resumption of the Shanghai Conference.

Lew Yuk-lin said that he disapproved of the advice being given in certain quarters that President Hsu Shih-chang should come out boldly before the country. The present was not time for such a step.

In regard to the rumours that the Canton Government had borrowed extensively from the Japanese, Lew Yuk-lin's statements entirely disproved such reports.—*N. C. Daily News*.

Write for a copy of the booklet "Building Up The Blood." A postcard request to the above address will bring it to you by return mail.

Summit COLLAR

The soft collar is the vogue and Summit 66 is the one generally selected by discerning men for business or sports wear. It needs no starch but yet conveys that distinction in dress always associated with Summit Collars.

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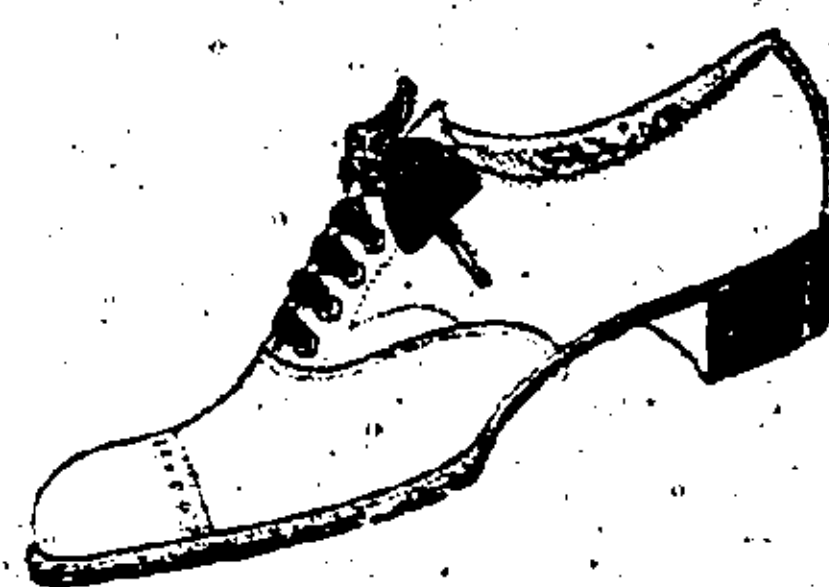
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These are made of a very superior canvas on a really smart last.

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Cheaper Qualities \$6.50 \$8.50 \$10.50.

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TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hong- kong a/c	Due Marseilles about	Due London about
NAGOYA	21st August	23rd Sept	2nd October.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DUNERA	7th July	due Bombay about 25th July	
FOR SINGAPORE, PENANG, RANGOON & CALCUTTA.			
JAPAN	19th July	due Calcutta, 13th August.	
FOR SHANGHAI & KOBE.			
JAPAN	28th June, at noon		

WIRELESS ON ALL STEAMERS.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG.



THE CANADIAN PACIFIC RAILWAY COMPANY announce
the augmentation of the present double daily train service by
a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver
DAILY FOR MONTREAL
Connecting for all points in Eastern Canada and United States.
RUNNING TIME VANCOUVER TO MONTREAL
93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to
First Class Sleeping Car passengers and will consist entirely of
Compartment Observation and Standard Sleeping cars, Dining
car and Baggage cars.

P. D. SUTHERLAND,
General Agent, Passenger Department.
Hongkong, June 7, 1919.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.
Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA"
14,000 tons each,
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
Sailings from Hongkong at noon.
S.S. "ECUADOR" 16th July.
S.S. "COLOMBIA" 13th Aug.
S.S. "VENEZUELA"
For Vladivostok, Seattle, San Francisco & New York.

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the outside, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Services, Ltd.
For further information, rates, literature, schedules etc.,
Apply to— Company's Office in
Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

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Branches & Agencies—throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaux.
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N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.
KATORI MARU (calling Manila) Sunday, 13th July, at 11 a.m.
SUWA MARU Tuesday, 5th Aug., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
& Port Said.
TAMBA MARU Friday, 4th July, at Noon.
MISHIMA MARU Friday, 11th July, at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
NIKKO MARU Wednesday, 23rd July, at 11 a.m.
AKI MARU Wednesday, 20th Aug., at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.
TOYAMA MARU Tuesday, 15th July.
BOMBAY & COLOMBO via Singapore.
SHIRYU MARU Wednesday, 2nd July.
TENSIN MARU Middle of July.
CALCUTTA & RANGOON via Singapore & Penang.
RANGOON MARU Wednesday, 2nd July.
CALCUTTA MARU Saturday, 19th July.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU Saturday, 19th July, at 11 a.m.
TANGO MARU Saturday, 23rd Aug., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
SHIMBU MARU Tuesday, 1st July.
INABA MARU Friday, 11th July, at 11 a.m.
SHINGO MARU Tuesday, 15th July.
KAMO MARU Monday, 21st July, at 11 a.m.
EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.).
For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

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SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Steamers. From Hongkong.
TOKYO MARU Calling at Keelung, 20th July.
NIPPON MARU 22nd July.
KURE MARU Calling at Keelung, 23rd July.
SHINYO MARU 13th Aug.
PERSIA MARU 28th Aug.
KOREA MARU 10th Sept.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.
Steamers. Leave Hongkong.
ANYO MARU 10th Sept.
KIVO MARU 14th July.
SEIYO MARU 4th Nov.

Shippers are interchangeable with the Canadian Pacific Ocean Services, Ltd., and the Pacific
Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
T. DAIGO, Manager,
KING'S BUILDING.

Telephone Nos. 2374 & 2375.

JAVA-PACIFIC-LYN

FOR SAN FRANCISCO Direct.

S.S. "BINTANG"

Will be despatched as above on or about
July, 20th, 1919.
For freight apply to—

JAVA-CHINA-JAPAN-LYN

Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "CHINA"
15,000 tons, American Registry (10,000 tons, American Registry).
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "CHINA"
Aug. 19th, 1919. July 2nd, 1919.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Lee House Street. Tel. 1934.

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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP. Sailing
For particulars of sailings shippers are requested to approach
the undersigned.
Subject to change without notice.

THE BANK LINE, LTD.,
General Agents,
or to BEISS & Co., Canton
Hongkong, 10, Apr. 1917.

CHARTER MARKET.

After the conclusion of the
armistice the demand for the
large-sized ships decreased, but
recently, due to the increase of
shipments of foodstuffs to
Europe from the Orient, the de-
mand has revived. At one time
the charterage of large-sized ships
for European trips was at 9
or 10 yen per ton, but re-
cently it advanced to 16 or
17 yen. The steamer Liverpool
Maru was chartered to Cescho-
Slovakia for 19 yen per ton.
Many ship-owners are demand-
ing 18 to 20 yen per ton,
anticipating a possible shortage
of bottoms again. Recently the
Toyo Kisen Kaisha chartered
the steamer Suki Maru of the
Tatsuuma K.K. at 17 yen, and
sub-chartered her to a foreign
firm at forty-two shillings.
The charter market is expected
to keep the present firmness.

SHIPS LAUNCHED IN JAPAN DURING MAY.

According to the Mercantile
Marine Bureau of the Department
of Communications 13 vessels of
over 1,000 tons each, aggregating
54,992 tons, were launched during
May. This brings the total launch-
ings from the beginning of the
year up to 239,613 tons. Particulars
of May's launchings are—
Name of Vessel. Gross Tonnage.
Hasegawa M. 5,500
Shanghai M. 4,500
Tokai M. H. 1,282
Koyo M. 5,520
Yoten M. 7,300
Harata M. 1,300
Hankow M. 4,100
Yuei Maru 3,200
Sanjin M. 2,500
Brazil M. 5,860
Aizawa M. H. 1,200
Not yet named. 4,700
Amazon M. 8,000

NIPPON YUSEN KAISHA.

The annexed statement of the
assets and liabilities is issued for
the term ending March 31, 1919:
—The net profit, after providing
for the depreciation of the fleet,
insurance and ships' structural
repair funds and war taxes,
amounts to Yen 33,220,208, in-
cluding Yen 1,632,547, brought
forward from the last account.
The directors now propose that
this surplus be appropriated as
follows:—

	Yen.
Legal reserve fund	1,584,614
Appropriation to cover high rates of war time charter	13,000,000
Directors' and auditors' fees	580,000
Dividend (10% per annum)	2,900,000
Extra dividend (40% per annum)	11,600,000
Fund for the training, protection and en- couragement of seamen	400,000
Pension fund	1,500,000
	Yen 31,584,614

leaving a balance of Yen. 1,635,
594, to be carried forward to
next account.

WOODEN STEAMERS.

When shipping was dull last
February, many ocean-going
steamers were put on the coasting
service, resulting in the exclusion
of wooden steamers, which were
constructed in a hurry to meet
the excessive demands of war-
time. The underwriters also
turned their backs on these craft,
which had acquired a very
bad name for unseaworthiness.
Things have now much improved,
standard freights rising from
Y320 to Y420. A further
increase is expected in view of
the increasing lumber and coal
trade and fisheries in the Ho-
kaido and its vicinity. A number
of large and medium-sized steam-
ers have been chartered for
European or American voyages
and also for ordinary ocean-going
service, causing the demand for
wooden steamers to revive. It is
reported that five or six of these
vessels, after lying idle for four
months, have been chartered by
a certain firm. In this connec-
tion, the Osaka Asahi quotes the
views of an experienced shipping
man that the use of wooden
steamers may again bring about
an abnormal drop in coasting
freights. It is also interesting
to note that the present number
of wooden ships in Japan stand
as follows:—
20 to 500 tons—1,531 (257,090
tons).
500 to 1,000 tons—155 (112,660
tons).
Over 1,000 tons—41 (123,330 tons).

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.
WWEI CHEFOG & T'SHIN Huichow 27th June at noon.
SHANGHAI & TSINGTAO Chongchun 29th June at 11 a.m.
SWATOW & SINGAPORE Chongchun 1st July at 11 a.m.
SWATOW & BANGKOK Chongchun 1st July at 11 a.m.
SHANGHAI Sinkiang 1st July at 11 a.m.
NEWCHWANG Kanyu 1st July at 4 p.m.
SHANGHAI Sulyang 3rd July at noon.
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (three weekly) and Tsingtao
(weekly), taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to
Telephone No. 36. BUTTERFIELD & SWIRE,
Hongkong June 26, 1919. Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected in or about	Will leave in or about	For
Tijmarock	Japan	27th June	28th June	Java
Tijbodas	Java	9th July	10th July	Java
Tijpanas	Japan	10th July	12th July	Java

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."
For particulars of Freight and Passage, apply to the

Telephone No. 1574. JAVA-CHINA-JAPAN LIJN,
York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 9 to 10 days.)
Steamships. Captain Leaving.
Haitan A. H. Stewart FRI. 27th June at 1 p.m.
Hailong J. W. Evans TUES. 1st July at 1 p.m.
Quinnabag Medina FRI. 4th July at 11 a.m.
For Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong. (Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	FRI. 27th June at 3 p.m.
KOBE	Fooshing	FRI. 27th June at 4 p.m.
KIENTSIN	Chipsing	Wed. 2nd July at 4 p.m.
MANILA	Yuehsang	FRI. 4th July at 3 p.m.
STRAITS & Calcutta	Kwalsang	Sat. 5th July at 3 p.m.
SHANGHAI	Hangsang	Tues. 8th July at 4 p.m.

CALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang.
Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light, and
have a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accommo-
dation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
Canton Bills of Lading are issued to all Northern and Yangtze Ports.
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.
HAIKONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hainan where
passenger calls.
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having eight
date accommodation for passengers.
Cargo taken on through Bills of Lading for Kait, Jemolton, Labuan, Terno and Lahad Datu.
TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin
calling at Wafahid and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement,
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to
JARDINE MATHESON & CO., LTD.
Telephone No. 215. General Managers.

FOR NEW YORK

BLUE FUNNEL LINE

S.S. "EURYADES"

Will be despatched for NEW YORK via Panama, on Thursday
July 7th.
For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,
Agents.

O. S. K.

OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"ANDES MARU" ... Thursday, 36th June. (Call Marseilles.)
"AMAZON MARU" ... End of July.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
"SAIGON MARU" ... Thursday, 10th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"HAWAII MARU" ... Sunday, 15th July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"SAIGON MARU" ... Thursday, 10th July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"SHISEN MARU" ... Saturday, 12th July.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
"KORISO MARU" ... Wednesday, 9th July.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"MEXICO MARU" ... Saturday, 28th June.

"CHICAGO MARU" ... Tuesday, 8th July.

HAIPHONG—Three times a month service.
"DAITOKU MARU" ... Saturday, 28th June.

KEELUNG, TAKAO via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATOW & AMOY.
"SOSU MARU" ... Thursday, 3rd July.

KEELUNG via SWATOW & AMOY.
"KAISO MARU" ... Sunday, 29th June.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SOCECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG.

BANGKOK

and/or

SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

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Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

Telephone No. 2108.

General Agents.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"
will be despatched on or about July 5th.
For SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA VICTORIA, VANCOUVER
"WESTERN KNIGHT" ... About August 1st.
"WEST HEMATITE" ... 10th.

For SEATTLE, TACOMA & PORTLAND.
"WEST CELINA" ... About August 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 227 & 2478

5th Floor, Hotel Marlborough.

THE DOLLAR S. S. LINE

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER

"BESSIE DOLLAR"

SAILING DATE

about June, 29th

FOR SAN FRANCISCO.

"UNNAMED"

Early July.

"TANCRE"

30th July.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

VESSELS LOADING AND TO LOAD.

Destination. Vessel's Name. For Freight Apply To. To be Despatched.

JAPAN AND COAST PORTS.

Kobe	W. H. W. Co.	27 June
Manila	W. H. W. Co.	27 June
Swatow, Amoy and Fochow	W. H. W. Co.	27 June
Shanghai and Kobe	W. H. W. Co.	27 June
Haiphong	W. H. W. Co.	27 June
Java	W. H. W. Co.	27 June
Keelung via Swatow and Amoy	W. H. W. Co.	27 June
Shanghai and Tientsin	W. H. W. Co.	27 June
Shanghai, Kobe and Yokohama	W. H. W. Co.	27 June
Swatow and Bangkok	W. H. W. Co.	27 June
Swatow and Singapore	W. H. W. Co.	27 June
Swatow, Amoy and Fochow	W. H. W. Co.	27 June
Shanghai	W. H. W. Co.	27 June
Bombay and Colombo	W. H. W. Co.	27 June
Calcutta via Ports	W. H. W. Co.	27 June
Shanghai	W. H. W. Co.	27 June
Newchwang	W. H. W. Co.	27 June
Takao via Swatow and Amoy	W. H. W. Co.	27 June
Shanghai	W. H. W. Co.	27 June
Swatow, Amoy and Fochow	W. H. W. Co.	27 June
Manila	W. H. W. Co.	27 June
Straits and Calcutta	W. H. W. Co.	27 June
Singapore, Colombo & Bombay	W. H. W. Co.	27 June
Shanghai	W. H. W. Co.	27 June
Sydney and Melbourne	W. H. W. Co.	27 June
Genoa	W. H. W. Co.	27 June
Java	W. H. W. Co.	27 June
Saigon, Bangkok & Singapore	W. H. W. Co.	27 June
Japan Ports	W. H. W. Co.	27 June
Calcutta via Ports	W. H. W. Co.	27 June
S'pore, Penang, Rangoon & Ceylon	W. H. W. Co.	27 June

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. SHIMBU M. (Calcutta Line) left Calcutta for this port via Singapore on the 7th June and is expected here on the 27th June.

The T. K. K. s.s. TENYO M. sailed from San Francisco June 11th, as per schedule, and is due to arrive at Hongkong July 14th.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via the Suez Canal on the 31st May, and is expected here on the 10th July.

The N. Y. K. s.s. KATORI M. (American Line) arrived at Yokohama on the 16th June, and is expected here on the 2nd July.

The T. K. K. s.s. NIPPON M. arrived at Yokohama 18th inst. and will sail 22nd instant, as per schedule, being due at this Port 30th instant.

The Admiral Line s.s. WEST MUNHAM is due to arrive here from Shanghai via Manila on or about July 1st.

The R. M. S. EMPRESS OF ASIA arrived at Yokohama on the 21st June, and is due at Vancouver on the 30th June.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via the Suez Canal on the 14th June, and is expected here on the 20th July.

The N. Y. K. s.s. SHINGO MARU (Calcutta Line) left Calcutta for this port via Singapore on the 23rd June, and is expected here on the 14th July.

The N. Y. K. s.s. RANGON MARU (Calcutta Line) left Kobe for this port via Moji on the 24th June and is expected here on the 1st July.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 24th June, a.m. left there 24th June p.m. due at Kobe on 25th June p.m. due at Hongkong 5th July, 7 a.m.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Year	1914	1915	1916
Consumption	10.5	11.5	12.5
Production	11.5	12.5	13.5
Stock	1.0	1.0	1.0
Imports	1.0	1.0	1.0
Exports	1.0	1.0	1.0
Balance	1.0	1.0	1.0

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(Continued from page 1)
HAPPENINGS IN GERMANY

COMMUNISTS AND GOVERNMENT TROOPS IN COLLISION

Berlin, June 20.
A message from Essen says the Communists, equipped with machine-guns, attempted to seize the towns of Hamm and Steinfurt with a view to proclaiming a Soviet Republic in the Ruhr region.

The revolt failed, the Government bringing up reinforcements.

ORDER RESTORED

Vienna, June 20.

In the Communist demonstration 3 persons were killed and 66 wounded. The police fired a volley into the crowd. Eight members of the Police Force were seriously injured. Order was restored, but it is feared that another attempt is likely as the Communists are in an angry mood.

The *Arbeiter Zeitung* declares that they fed with Budapest Soviet funds. This demonstration was part of the Communist plot to overthrow the Government, but it was foiled by the arrest of 120 leaders.

FIGHTING IN ESTHONIA

Stockholm, June 20.

An Estonian communique states that Krasnagorka has been re-captured.

TO-DAY'S CHINESE TELEGRAMS

PRESIDENT WITHDRAWS RESIGNATION

Peking, June 25.

The Speakers, Wong Yip-tong and Li Sing-tok, called on the President yesterday. In handing back the resignation, they, on behalf of the two Houses, declared that the country is now in a most critical situation and that the President should put the country's affairs before anything, and should not resign. The President has agreed not to resign. A circular telegram will be issued immediately to this effect.

SPECIAL TELEGRAMS

(From Our Own Correspondent.)

THE STRAITS RIOTS

LATEST DEVELOPMENTS

Singapore, June 24.

The town is quiet. The military measures have been maintained. There are many charges before the Police Courts for various rioting offences.

During riots in Penang, Japanese property was destroyed. The happenings are not serious, but are mixed up with the rice riots, leading to collisions between the mob and Volunteers, with a few casualties.

CORRESPONDENCE

(To the Editor, of the "HONGKONG TELEGRAPH")

R.A.M.C. WAR MEMORIAL FUND.

Sir,—The following letter has been received here by the Deputy Director of Medical Services, China Command.

It is believed that others outside the Royal Army Medical Corps in Hongkong will be willing to subscribe to the object in view, and the following Local Committee has been formed for the purpose of forwarding the project and dealing with the matter:

Lieut.-Colonel G. B. Crisp, R.A.M.C., D.D.M.S., Chairman.
Major G.D.R. Black, H.K.D.C., Medical Service.
Hon. Mr. H. S. Dodwell.
C. H. P. Hay, Esq.
Hon. Mr. Ho Fook.
Dr. G. P. Jordan.
Hon. Mr. Leu Chu-pak.
H. C. Sandford, Esq., Hon. Treasurer.

Subscriptions may be sent to the Honorary Treasurer, H. C. Sandford, Esq., Hongkong and Shanghai Banking Corporation, and will be acknowledged in this paper.

Envelopes should be marked "R.A.M.C. War Memorial Fund", G. B. CRISP, Lieut.-Col., R.A.M.C., D.D.M.S., Hongkong, 25th June, 1919.

War Office, Admiralty House, Victoria Embankment, E.C. 4.

24/General Number/7001 (A.M.D.)

30th April, 1919.

Sir,—I desire to bring to your notice that a proposal to establish a Royal Army Medical Corps Memorial in honour of all officers and men who have been serving in or with the Corps, and who have died during the course of the war has been mooted and is receiving much support.

The Memorial is to embrace all branches and all ranks of the Army Medical Service and Royal Army Medical Corps, Regular, Special Reserve, Territorial and Temporarily Commissioned.

A strong Committee has been formed on which all the above branches are represented and this Committee has recommended—
(1) That a permanent Memorial or Monument be erected in London with, if possible, replicas in Dublin and Edinburgh.
(2) That a fund be formed from which grants in aid be given to the families of officers, non-commissioned officers and men of

all branches of the Royal Army Medical Corps who have fallen disabled in this War, or who may be in necessitous circumstances owing to the exigencies of Military Service.

(3) That scholarships or Memorial Prizes for officers and men of the Royal Army Medical Corps be founded for Research Work.

Field Marshal H.R.H. The Duke of Connaught, K.G., has graciously consented to be Honorary Chairman of the Committee.

There is reason to believe that others outside the Royal Army Medical Corps are desirous of being permitted to subscribe to this Memorial. It is therefore proposed not to limit subscribers to officers and men who have served with the Corps but to accept subscriptions from individuals who may be sympathetic with the object and wish for various reasons to take in the project.

In order to attain the objects aimed at a considerable sum of money will be necessary.

I would therefore request that you would bring this letter to the notice of all ranks of the Army Medical Service and Royal Army Medical Corps serving under you and further suggest that the needs of this Memorial Fund be considered when surplus moneys belonging to Messes and Canteens are being disposed of.

It is suggested that you form a Committee in your Command to deal with the matter and that, if you concur, members of the lay-public should be on this Committee. It might also be advisable to form sub-committees in districts or areas.

I am, Sir, Your obedient Servant,
T. H. J. GOODWIN,
Director-General, Army Medical Service.
The Deputy Director of Medical Service, Forces in China.

A CORRECTION.

Sir,—Would you mind making a correction of two letters in your report of my sermon in yesterday's issue? The report reads:

"The best vocation in this world which is suited to the pursuit of personal ambition or self-display is the ministry of Jesus Christ." What I said was "the last vocation in this world etc."

I do not want to seem to have spoken sarcastically of my brethren.

Yours etc.

J. KIRK MACONACHIE,
Hongkong, June 26, 1919.

MILITARY AND POLITICAL INTRIGUES

(*Hongkong Telegraph* Special.)

The situation in the neighbouring Province of Kwangtung at the moment is one of mystery and uncertainty. Intriguers are busy and faction is being set against faction; a struggle for both political and military supremacy is taking place. Matters are rendered more interesting because of the possible influence of pending events on a settlement with the North.

From an ex-official source, we have received via Canton a statement on some of the things that are occurring, and what our informant tells us will no doubt be of interest to those who are in any way concerned with what is transpiring in and about Canton. In this story the personality of Li Iu-hon, former Civil Governor, and lately commanding the troops at Shiu Hing, comes into some prominence. Li's property, it will be remembered, was recently confiscated by the authorities in Canton and an order made for his arrest. Our informant says Li is at present in Hongkong.

It appears that there is in Kwangtung a political association known as the Ching Hok Wui, which is largely controlled by Shum Chun-huen, Chief Councillor of the Canton Military Government, and Li Kun-yun, the Commander of Yunnan troops in Canton. This body is said to have joined hands with Mok Wing-sun, the present Tsuchun in Canton, in sending a representative to Peking with a message to the effect that Luk Wing-ting, the Tsuchun of Kwangsi, has no longer any influence in the Two Kwangs, and that Li Iu-hon had freed himself from Luk's party. The latter, however, asserts that he is not a party man at all, and that all his efforts have been in the direction of maintaining peace in Kwangtung. It is said that Luk Wing-ting got into disfavour with the Central Government because he was "facing both ways," and that in order to secure the confidence of the Peking Government he has resigned the position of Military Councillor under the Canton Military Government.

The next step, according to our informant, is that the Central Government, in view of Luk's assurances, promised him that they would allow the officials in office before the declaration of Kwangtung's independence to be reinstated in their posts. The Ching Hok Wui, realising that such a development would leave them out in the cold, attempted to secure influence by sending troops to seize Shiu Hing, where Li Iu-hon was in command, thinking by this display of its influence and power to induce the Peking Government to treat with them and not with Luk Wing-ting. So the Canton troops (comprised of three sections, namely, Kwangsi men, a mixed force of Kwangsi and Kwangtung men, and newly-enlisted robbers) appeared at Shiu Hing, but Li Iu-hon and the present Civil Governor of Canton (Chak Wong), wishing to save the place from destruction, ordered the Shiu Hing troops to retire. Then the Canton troops pushed on as far as Sun Hing and the Shiu Hing forces even retired as far as Luk Chuk. At Sun Hing, the Canton troops are said to have ransacked all the pawnshops, arrested several of the gentry and demanded a sum of \$50,000 to meet military expenses. When the Canton troops reached Luk Chuk, the Shiu Hing forces, seeing that the invaders were merely robbing the people, decided to retire no further, and a battle ensued in which over 400 of the Canton troops are stated to have been killed. It is now said that the Canton Government intends to send further reinforcements.

The Military Government accuses Li Iu-hon of being in league with the Northern Government, but the latter denies it and says that Shum and others are in that position and that some of them even receive monthly sums from Peking. Li says he left Shiu Hing to prevent trouble, and that the order for his arrest is irregular. Luk Wing-ting's chief object is said to be to clear Kwangtung of Yunnan soldiers and to control the Province with Kwangsi troops. On May 29th he is stated to have sent a telegram to Peking advising a compromise between the North and South, and in some quarters this wire was attributed to Li Iu-hon, who is said to have inspired it. However, Luk is alleged to have since written a letter to Li

TO-MORROW'S "AT HOME"

To-morrow (Friday) being the feast of the Sacred Heart of Jesus, the President of the Catholic Union Club is holding an "At Home" to all the members and their families and friends. The hall of the Club is being decorated for the occasion, and two Bands will be in attendance, the Philharmonia and the String Band.

The following is the programme. Some of the items promise to be very interesting—

PART I.
1.—Overture, Societade Philharmonica (kindly assisted by some local amateurs); Conductor: Mr. A. J. M. Rodrigues.
2.—Recitation—"The Name of Jesus" by St. Bernard.

MISS OLGA BAPTISTA.
3.—Song—"Una furtiva Lagrime" by Donizetti.
MR. E. G. D'ALMEIDA.
4.—Cornet Solo: (a) "Peronelle" (b) "Bohemian Girl" (c) "Belle."

MR. A. J. M. RODRIGUES.
5.—Comic Song—"They are all wild over me." MR. M. P. BAPTISTA.
6.—Mandolin Band (a) "Arrai" (b) "Dallangang Bundok" (c) "THE NIGHTMARES."

7.—Recitation: (a) "Em frente da Bandeira" (b) "Ao Soldado Português." O CIDADÃO A. A. D'ALMEIDA.

PART II.
1.—Selection, Societade Philharmonica (kindly assisted by some local amateurs); Conductor: Mr. A. J. M. Rodrigues.
2.—"A Lion at Bay" A Drama in One Act by Watts Phillips. Dramatis Personae: Matthew Dorval (Mayor of Taverny), Mr. W. Guimarães; Simon Bernard (a veteran of the Old Guard), Mr. L. E. Remedios; George Bernard (his son), Mr. Rodolpho Baptista; Crux (a deaf postman), Mr. George Vas; Corporal Mr. A. J. M. Rodrigues Jr.; Mary Bernard (wife to Simon), Miss Beatrice Vas; Suzana (niece to Dorval), Miss Bertha Vas; and Villagers, Conscripts, Peasants, etc., etc. Messrs.—V. Barradas, Antonio Vas, A. A. D'Almeida, D. D. Ozorio, J. R. Soares, F. J. Noronha, Luiz Baptista, Luiz Silva, and Joe Coxon. Scenery by Mr. M. F. Baptista.

Accompanists: Messrs. O. Baptista, J. C. Rozario and A. J. M. Rodrigues Jr.

GENERAL NEWS.

NEW DEAN OF NORWICH.
The King has appointed Canon J. Wakefield Willink, Rector of Birmingham, to the Deanery of Norwich, vacant by the death of the Very Rev. Henry Charles Beeching. Canon Willink, who is 60 years of age, is the son of the Rev. Arthur Willink, of Tranmere, Cheshire, and spent nine years as Vicar of Yarmouth before going to Birmingham in 1912.

CHINESE GAMBLERS.
Cardiff police have been watching a Chinese boardinghouse near the docks, but found it difficult to raid the place, as sentries were always posted. Therefore twenty policemen dressed as workmen drove past the door in a tramway-car, jumped off while it was going, rushed into the house, and arrested 30 Chinese. The men were fined for gambling, Chong Ki, the principal, £20 for keeping a gaming-house, and another £20 for allowing the premises to be used for opium smoking.

CHINESE IN PARIS.
Several well-known Chinese personalities have arrived in Paris. They include Mr. Wang Cho-ming, one of the founders of the Chinese Republic. M. M. Kon Ping-wen, director of the Nanking College, and Tohu-kong, professor of the University of Peking. These gentlemen are deputised by the Chinese Government to make an inquiry of a scholastic character. M. Li Yu-ying, professor of the University at Peking, and well-known in the best Chinese circles, is also in Paris, having arrived there several weeks ago.

admitting that he was the author of the telegram. News from Li suggests that he intends living quietly in Hongkong. He says he is always sought to maintain peace and order, and that although he is still responsible for the payment of troops, he will take no further part in the trouble now going on. The opinion is freely held that the Canton Military Government will soon be forced to dissolve, and then we shall see whether Luk Wing-ting can accomplish the ends which he has in view.

CONSIGNEES

OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Company's Steamer "OAUFA"

From NEW YORK via PANAMA

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 26th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 2nd July, will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 16th July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th June, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LIMITED. AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co.'s Steamer "NELEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 26th June.

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MOSQUITOES FED ON HUMAN BLOOD.

A daring experiment in the cultivation of the mosquito which carries the deadly yellow fever all over the tropics is being carried out by Miss Cheeseman, who is in charge of the Insect House at the Zoo. Miss Cheeseman is rearing 60 to 80 of these mosquitoes, which are tended from the cocoon stage up to adult life, when they depend for nutriment on human blood. In order that they may survive long enough to reproduce their kind, Miss Cheeseman thrusts her hand into the net cage and allows the insects to feed upon her blood. The sting of 60 or 80 mosquitoes upon her hand at once, Miss Cheeseman told a *Daily News* representative, causes a good deal of irritation, and she has not yet discovered anything to counteract the effect. The experiment is, however, so intensely interesting that she feels compensated for the discomfort involved. As soon as a sufficient number of eggs has been laid, Miss Cheeseman allows the old mosquitoes to die off, and recommends when the next generation has reached maturity, Miss Cheeseman believes her experiment to be the first of its kind carried out in this country, and certainly the first by a woman.

CAL-PACO
PURE MARINE PAINT
CAL-PACO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.
INTERIOR DECORATION
CAL-PACO offers something entirely new in interior finish.
MANUFACTURED BY THE CALIFORNIA PAINT CO.
Sole Agents
GERIN, DREYARD & CO.
HOTEL MARRIOTT

NOTICE
THE INDUSTRIAL & COMMERCIAL BANK LTD.
In view of a resolution adopted by the Board of Directors at a meeting held 21st June, 1919, the Bank is in charge of the Manager, Mr. J. Usang Ly. The resolution reads: "It was resolved that in order to carry out the new policy of the Board to assume more active control the President be requested to refrain from exercising his usual powers of active administration of the Bank pending the revision of the Articles of Association by an Extraordinary and Special Meetings of the Shareholders the date for which meetings are to be decided later." By order of the Board, J. K. CHOY, Secretary.
Hongkong, 23rd June, 1919.

NOTICE
VICTORIA DISPENSARY.
The business hitherto conducted by the above Dispensary at 32, Queen's Road, Central, has been transferred to A. S. Watson & Co. Ltd., the Hongkong Dispensary, who have taken over the stocks, proprietary medicines and prescription books. Customers requiring prescriptions repeated will be able to get them dispensed at the Hongkong Dispensary.
F. W. STAPLETON, Manager.

NOTICE
THE "SHELL" TRANSPORT & TRADING CO. LTD.
According to telegraphic advices received from London the "SHELL" Transport & Trading Co., Ltd. has declared a second interim dividend on the ordinary shares of the Company at the rate of 5/- per share, free of Income Tax, payable July 5th, to share-holders on the Register at June 16th, and to holders of bearer warrants against Coupon No. 32.
FOR THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LIMITED.
N. L. WATSON.
Hongkong, 26th June, 1919.

WISEMAN'S
delicious
ICE CREAMS
in various flavours
can be sent out ready for serving
for
PICNIC, TIFFIN
or
DINNER PARTIES.
From \$2.00 per quart.
D. M. GOODALL, Manager.
PHONE 407.

TO BE LET
View, Peak, 6 rooms furnished or unfurnished. Apply to Linthead and Davis, Alexander Buildings.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction on
MONDAY the 30th June, 1919,
commencing at 12 o'clock (noon) at No. 20 Humphreys Building, Kowloon
A Quantity of Valuable Household Furniture
(including 1 pair Single brass Bedsteads with spiral springs and Osterman mattresses, Reversible Carpets and Rugs, blackwood curio cabinet, desk, tea-pots, table and flower stands)
also
Electric fittings and 1 oscillating Fan 16"
And
1 Victrola with Records
On View from Sunday, the 29th inst.
Catalogue will be issued.
Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on
MONDAY, the 30th June, 1919,
commencing at 11 a.m. at No. 2 Austin Avenue, Kowloon
A Quantity of Valuable Household Furniture
(Full particulars from catalogue) On view from Sunday the 29th inst.
Terms: Cash on delivery.
Geo. P. LAMMERT, Auctioneer.

THE undersigned have received instructions to sell by Public Auction on
SATURDAY the 28th June, 1919,
commencing at 11 a.m. at No. 23, Cameron Terrace, Kowloon.
A Quantity of Valuable Household Furniture
Full particulars from catalogue) On view from Friday, the 27th inst.
Terms: Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

NOTICE
G. R.
IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.
Captain Superintendent of Police.
Hongkong, 24th June, 1919.

GENERAL HOLIDAY
NOTICE—This Department will be open for all purposes all noon on Tuesday next, the 1st July. Licensed Warehouses will be entirely closed on that day.
(Sd) C. W. BECKWITH, Superintendent.
Hongkong, 26th June, 1919.

COAL MINES
DEADLY THAN GALLIOLI
London, April 30.—There were many passages at the recent sitting of the Coal Commission yesterday, when Mr. Webb, in further cross-examination on his evidence of the previous day, favouring the nationalisation of mines, declared that there were more casualties in the pits last year than in the whole of the Gallipoli campaign. "Have you ever been down a coal-mine?" asked Mr. Evan Williams. "Once a long time ago," replied Mr. Webb. "But no one going down a mine sees more than he is asked to see." Witness added that his experience had been that those engaged in the industry on the owners' side were very unwilling to consider even the possibility of any change in the conditions of the industry. Mr. Evan Williams: You attach no value to the opinions of the practical men?—I should attach great value to them if I could get them. They are very unwilling to form an opinion. You attach more importance to the theorists than the practical men?—In the mouths of the practical men the word "theorist" is used as a kind of abuse. It ought to be the highest term of praise. **THEORY AND EXPERIENCE** Mr. Webb and Mr. Williams disagreed warmly on the subject of economy in distribution. Witness thought that if he had the organisation of the coal industry of London he could do it for less than the £800,000 a year it cost at present. "Is there no difference between practice and theory?" asked Mr. Williams. "Theory would be a better guide," answered Mr. Webb. "You prefer theory to experience?" suggested Mr. Williams. "I prefer theory to rule of thumb," retorted the witness. Another warm dispute arose between Mr. Williams and the witness on the subject of accidents. Mr. Williams asked whether it was not a very serious suggestion, against the colliery owners and managers that it was cheaper for them to pay for accidents than prevent them. "It is an absolutely baseless libel unless you can say upon what it has been ascertained," declared Mr. Williams. "This is an assumption you have made yourself." Witness: It is a judgment upon the facts as they have come to my knowledge. The experience of insurance companies, mutual funds, &c. **NO FIGURES** Mr. Williams asked whether witness had any figures to substantiate his statement and Mr. Webb replied that he had not, submitting that it was impossible to obtain figures on such a subject. Mr. Williams asked if Mr. Webb suggested that the owners refused to supply adequate roof timber on account of the cost. Mr. Webb: Yes. Mr. Webb then quoted a Home Office report which condemned as very serious the inadequate supply of timber on a certain mine. Mr. Williams: Are you aware that the majority of accidents are due to inexperience, error of judgment, or negligences on the part of the men? Witness: I have no doubt that can be alleged. Do you suggest they would be lessened under a nationalised system?—I should expect accidents to be lessened in numbers if there were no longer profit-making motives for being economical. Replying to further questions, Mr. Webb said that the number of casualties in the coal mines last year exceeded the whole number for the Gallipoli campaign. Mr. Williams asked whether, under a scheme of nationalisation with a fixed price for coal, witness would still let the miner have his coal at a nominal price. Witness: Certainly. There is a Biblical saying: "Thou shalt not muzzle the ox when he treadeth out the corn." **CHEPSTOW AND CHIPPENHAM** In reply to Sir Allan Smith, Mr. Webb cited the privately-owned dockyards as an example of the lack of provision for the adequate safety of the workers. Sir Allan:—You have heard of the Government shipyard at Chippenham and another Government undertaking at Chippenham? Witness: Yes. You would not call these successful undertakings?—I would not, but I do not say that we have heard the last of them. They may prove a brilliant success. "Sir Allan: They may," (laughing).

PUNISHMENT FOR THE BRITISH PREMIER'S PROMISE
Britons and the other Allied peoples of Europe have no quarrel with the Americans or the Japanese over, respectively, the legalistic and dynastic reasons which impel them to shrink from prosecuting the Kaiser. His crimes were committed in Europe and it should not be beyond the power and authority of Europe to bring him to justice, says the *Daily Mail*. As far as this country is concerned, the Government is pledged up to the hilt to hold William II. to responsibility. "The Kaiser must be prosecuted," said Mr. Lloyd George on December 5, 1918. "The war was a crime. Is there to be no punishment? Surely that is neither God's justice nor man's. The men responsible for this outrage on the human race must not be let off because their heads were crowned when they perpetrated the deed." A week earlier the present Lord Chancellor declared that "so far as our power enables us we will insist on the personal accountability of the Kaiser for the crimes for which he is personally and chiefly responsible." Since these Ministerial utterances the Attorney-General, Sir Gordon Hewart, speaking as a member of the British Peace Delegation at Paris, said that the British view undoubtedly is that these offenders, however highly placed, must be made to suffer suitable punishment without any avoidable delay. The British nation expects these unqualified pledges to be carried out. Apart from William II.'s ignominious flight from Germany, which is hardly a presumption of innocence, there is his notorious letter to the Austrian Emperor in 1914. In that letter the Kaiser made as abject a confession of guilt as ever was uttered by a criminal in the dock. My soul is torn, but everything must be put to fire and sword; men, women, children, and old men must be slaughtered, and not a tree or house be left standing. With these methods of terrorism, which are alone capable of affecting a people so degenerate as the French, the war will be over in two months. "If the British Peace Delegation leaves Paris without having successfully insisted upon condign punishment of the self-condemned malefactor of Amersongen it will have failed unpardonably in one of its vital duties." Let there be no hesitation due to "want of precedents." British history is a history of precedents made to meet occasions. The decapitation of Charles I. in Whitehall in 1649 was one. The internment of Napoleon I. was another. If William II. is led to the block or the gallows in expiation of the crime of 1914, it will be a salutary warning to rulers for all time not to repeat the monstrous felony which brought him to a deserved doom. **£60,000,000 ROYALTIES** In reply to Mr. Hodges, Mr. Webb said he would compensate the royalty owners with hard cash because nationalisation would deprive them of expected profits. This would cost £60,000,000, and would mean gain to the miners of £2,500,000 a year, a nice little sum towards housing. Mr. Smilie: If the nation, by taking over the mines and improving the homes, could save thousands of babies' lives, would it not be earning a great profit in itself, apart from the financial profit? Witness: Yes. Sir Leo Chiozza Money, giving evidence, said that, taking into consideration the enormous importance of coal, it was inconsistent with the national welfare for the mines to be privately owned. It would be at once equitable and a good piece of business for the nation to buy up the landlords, say, at 10 years' purchase of existing coal rents and royalties, the State entering into all minerals at present unworked or unproved. The Commission adjourned.

THE ZEPPELIN
WHY THEY FAILED
In the war the Zeppelins, which were expected to serve Germany as an invincible aerial navy, proved to be a ghastly failure. What caused the failure? The most outspoken of German naval critics, Captain Persius, has just told of the Zeppelin fiasco in a pamphlet recently published in Germany, and he gives some interesting items of secret Zeppelin history. "We used to hear a great deal of the wonderful results that the Zeppelin campaign was to bring us," says Persius, "but towards the end of the war, as one airship after another was lost, and the attacks on England were abandoned, criticisms of their practicability began to be heard. "The Pan-Germans tried to make us believe that the cessation of Zeppelin activities was due to reasons of humanity. This was all nonsense, of course. "Even the official records of airship losses were high—according to my information, derived from unimpeachable authorities, twenty-six airships were burnt up to the summer of 1916 alone, half of this number in their sheds, not by any effort on the enemy's part. A similar number were lost up to the same period by their being driven away owing to their motors having broken down. "What happened to the 'Zepps' when they returned, like winged pigeons, from their attacks on England? Captain Persius tells us of the first aid treatment they had to receive. "When our airships were brought back with the greatest difficulty from their exploits against England they were often obliged to lie useless at Tondern, Northolt and other places, because their motors had either to be entirely replaced or, at any rate, their most important parts repaired. "It is well known that when the question was raised at General Headquarters as to whether the airship weapon should be used in an unrestricted form, i.e., against unprotected cities like London—for London was really quite unprotected—many experts, like Herr von Lyncker, raised their voices in warning. "Von Lyncker was dismissed. His advice, like that of other experts, was unheeded. Our airship exploits against England produced no results of military importance—and politically they did us a good deal of harm. Captain Persius' criticisms have not been allowed to pass unchallenged. The Maybach Motor Co. (which, according to Persius, was responsible for these faulty motors) has published a brochure called 'Zeppelins, the Maybach Motor and Persius,' in which the directors indignantly deny that the Zeppelins were a failure—giving us some wonderful statistics regarding its exploits. We read that the L59, for example, flew to German East Africa and back with munitions and medicines, 7,000 kilometres, with a load of fifteen tons! Here are a few extracts: "Your 260-h.p. Maybach motor ran wonderfully in all weather conditions." "No praise is too high for the M.M." etc. This somewhat partial evidence is not very convincing. As a means of transport and for scouting purposes the German airship did well enough—but even the German people must agree with Captain Persius—as an attacking war-weapon the "Zepp" was a failure! **ADVERTISING AND RESERVES** Lord Leverhulme writes:—The best reserve fund of any business is to be found in "Goodwill" of that business. Many Boards of Directors devote their surplus to "building up a strong reserve fund," which fund is generally invested in what again are called "Gilt-edge" Securities. These same Directors are then kept busy for many years afterwards to write down out of further surplus profits the cost price of these same "Gilt-edge" Securities to falling market values. Should the business have to meet and overcome difficulties, or have to face frenzied competition, and the Directors decide that their policy ought to be to draw somewhat upon these "Reserves," they find they cannot realise them without serious injury and loss of the confidence of their shareholders in the reputation and standing of the business, or, in other words, serious loss of "Goodwill." These reserves are mere "Window dressings." They cannot be

AN INTERESTING DISCOVERY
Attention has been so firmly fixed in these last months upon influenza that an interesting event in the medical world has more or less escaped attention. This is the description by Professor Noguchi of a new germ in connection with "yellow" fever (says the *London Times*). That disease has for long furnished a subject of discussion, because doubt existed as to its exact causation. Professor Noguchi states that the organism discovered by him belongs to the class known as spirochaetes, of which the spirochaete of syphilis and that of relapsing fever are other members. If the discovery is confirmed it will add another link to the wonderful chain of discoveries forged in connection with this disease. The fever was first described in Barbados in 1647. Its dreadful virulence soon earned it its evil reputation, and this virulence became a matter of world-wide concern when in the so-called "great period" of the fever it visited Cadix in five epidemics, Malaga, Lisbon, Seville, Barcelona, Palma, Gibraltar, and other European towns. At Lisbon in 1857 some 6,000 persons died in a few weeks. The fever remained a mystery up till about 1881, when Dr. Charles Finlay, of Havana, propounded the idea that mosquitoes carried the infection. The view found small support at first but later Ross's work on malaria awakened interest in it. Then came the Spanish-American War and the appointment of a Commission by the American Government to investigate Finlay's theory. The workers nominated were Walter Reed, James Carroll, A. Agramonte, and Lazear. They began by collecting the suspected mosquitoes, allowing them to feed on yellow fever patients, and then submitting themselves to the bites. Their labours were crowned with immediate success, though lives of great value were heroically sacrificed. It was proved that the mosquito *Stegomyia fasciata* is the agent of infection, that the virus of the disease is present in the blood during the first days of infection, and that "the germ is so small that it can pass through a chamberland filter." Infection could not be produced till after several days from the time when the mosquito had bitten the yellow fever patient, so that it was evident that the germ underwent some change in the body of its insect host. The work furnished the material of the wonderful campaign by which Gorgas cleansed the Panama Canal zone of yellow fever, and so made possible the completion of that work. Gorgas came to Panama from Havana, which he had also cleansed of yellow fever in about a year though the place was a famous hot-bed of the disease. His method was to attack the mosquito in its breeding places and to exclude it as far as possible from contact with fever cases. Professor Noguchi's work on filter-passing germs is well known. It is also well known that from time to time the suggestion has been offered that the spirochaetes pass through two stages of development, one of these stages being of an extremely minute type. Whether or not this view will receive confirmation through the new discovery remains to be seen. In all matters bacteriological it is necessary to keep an open mind until proof of an absolute kind has been forthcoming. described as "Reserves" in any sense of the word, and to do so is an act of self-deception. They are no "Reserves"—of strength, and even to reduce them in amount in order to employ these "reserve" funds in meeting any emergency would be a suicidal policy. In these circumstances Directors find out that they must choose between being killed by competition or dying by suicide, and that there is no alternative. Now I hold strongly that the best investment for surplus profits is to expend them on judicious advertising, wisely and carefully planned, and executed with originality and forcefulness. These same surplus profits, invested wisely in advertising, then become a real "Gilt-edge" Security, and a solid reserve of strength to meet days of difficulty, and to overcome quickly, but fearlessly and surely, the most frenzied of competition, and the business thus provided with reserve strength stands foursquare to meet and overcome every attack.

CHANDLER'S ACCOUNT OF HIS MOVEMENTS
The Rev. Edward Digby was found not guilty, and acquitted at the resumed Court-martial recently at which he was charged with assaulting Quarter-master Sergeant West of the East Kent Regiment, at a place called Danseyard near Shaftesbury-avenue. The accused successfully established that he was not in the yard at the time the alleged offence was said to have been committed, and in fact had not then left the Monaco Restaurant, where he had been attending a dinner of the Imperial Cadet Lodge of Freemasons. Giving his own account of his movements, the accused said that at the Monaco lights were out at 10.30 p.m., at which time he was sitting at the dining-table. He remained there four or five minutes, and then went to speak to some friends. Sir Edward Marshall Hall (defending) asked: "As far as you can say, what was the time when you left the Monaco?" Defendant: I should say it was 10.55 or 11 o'clock. "YOU HAVE MADE A MISTAKE" Mr. Digby said that after leaving the Monaco he talked with some officer-friends and made several unsuccessful attempts to obtain a taxi to go home. He crossed to the Trocadero, and there met Sergeant-Instructor Perdue. They conversed for 10 or 15 minutes about Perdue's voice, and also about boxing. Perdue had rather an extraordinary voice. Mr. Digby added that from the time he left the Monaco and departed from Perdue he was not alone that night. He then went to the Piccadilly-circus tube station, and Captain Lloyd, the A.P.M., and a sergeant came up from behind him. Captain Lloyd said: "Where are you going?" and witness replied: "Home." The captain said: "What are you loitering about there for?" Witness answered: "What the devil has that got to do with you?" and then noticing for the first time who was questioning him, he apologised and gave the captain his card. Captain Lloyd told him a certain charge was made against him, and accused said: "You have made a mistake." He added that he had never been in Danseyard in his life, and never heard of it until the charge was brought. Sir Edward: On your oath as an officer and a gentleman, did you go into Danseyard on that night? Witness: I did not. Several gentlemen who were at the Masonic dinner gave evidence to show that at 10.45 p.m. the accused was still in the Cafe Monaco. One witness, Mr. Maurice N. Baring, formerly an officer in the R.A.F., said he left the Monaco with Captain Digby and parted from him at 11.5. He never lost sight of him all that evening. **DELUSIONS SUGGESTED** Sir Edward Marshall Hall, on behalf of the accused, said that the only conclusion he could come to was that West, who suffered from Bright's disease, had one of those periods of delusion with which victims of that disease were sometimes seized. This sort of charge against Captain Digby was incredible, and when the evidence against him was examined it was impossible. Sir Archibald Bodkin said that there was not a scrap of evidence that Bright's disease caused delusions. He submitted that the accused had been definitely identified by the witnesses for the prosecution. At the conclusion of Sir Archibald Bodkin's speech the Judge Advocate summed up and the Court adjourned to consider the evidence. After a short absence the President announced that the accused was found not guilty, and he was therefore released. **MATCH COMBINE** An amalgamation has taken place in the matchmaking industry, the firms concerned being Messrs. Maguire, Miller and Co., of Liverpool and Leeds, Messrs. Paterson and Co., of Dublin, and Messrs. J. Palmer and Son, of London. The new company will be known as Maguire, Paterson, and Palmer, Ltd., with offices in Liverpool. Messrs. Vickers, Ltd., who are financially interested, will be represented on the board, and they have opened a new department at the Erith works for the manufacture of match-making machinery. Messrs. Thibault and Son, candle and soap manufacturers, of Bolton and Manchester, are also interested financially. The company's capital will be £500,000. A site of 45 acres has been acquired in Liverpool for the erection of a new factory.

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GENERAL NEWS
A REMARKABLE LAW SUIT
The influenza epidemic in England in 1918 was responsible for a remarkable law suit. The defendants, the proprietors and vendors of a medical preparation known as the "Carbolic Balm," have been ordered to pay a reward of £1,000 to any person who can prove that the balm cured a case of influenza. The Court has ordered that the reward will be paid by the Carbolic Balm Company, of 15, Abchurch Lane, London, E.C. 4, to any person who can prove that the balm cured a case of influenza.

STORY OF THE COUNTRY

Now it is proposed that the idea should recognize Koltchak as a power in Siberia. On this point some valuable information is given in a statement communicated to *L'Humanite* by Mr. Stolin, an ex-member of the Constituent Assembly, who was present both at Ufa and at Omsk as a witness of the circumstances which he describes. Further confirmation of his statement is given in the *Otechestvennyye Vedomosti*, quoted by the Russian People's Information Bureau.

As is already known, the meeting of members of the Constituent Assembly in Ufa elected a so-called All-Russian Government or Directorate. The president of this directorate was the famous Arksentiev, Right-Social-Revolutionary while its members consisted of equal members of Cadets (Constitutional Democrats) and Social-Revolutionaries of the Right. The Government was elected in some way or another—a Government without any government machinery, without an army that is to say, without material force and with hardly any moral authority. It was composed of weak well-intentioned individuals whose only guilt consisted in assuming power which they did not know how to wield. Therefore no one took them seriously and when they disappeared, overthrown by a handful of officers, no one took their part, and after a few days their existence was forgotten. The Cadet section of that Government, having come to an agreement among themselves and with Admiral Koltchak, commissioned a group of officers to carry out the coup d'etat. During the night of November 18th, 1918, a small group of officers, led by a colonel, arrested the whole Left section of the All-Russian Government, including its president, Arksentiev. The next day the remaining Cadet section of the Government issued the following decree:

"In view of the critical state of the Empire and the necessity to concentrate the whole policy of the supreme power in the hands of one person, the Council of Ministers has temporarily agreed to hand over all governing power to Admiral Alexander Vasilevitch Koltchak, conferring on him the title of 'Supreme Governor.'"

Victor Tchernov, the leader of the Social-Revolutionaries and President of the Constituent Assembly, was at that time in Ekaterinburg, and yet his name does not appear among the signatories.

On November 19th, having received news of the proclamation conferring power on Admiral Koltchak, an emergency session of the Congress of Members of the Constituent Assembly was held in a room of the "Palais Royal" Hotel. All those present carried rifles and revolvers. The Congress decided to form from its midst a Committee of seven with extensive powers and responsible to the Congress. The following were elected: Tchernov, Volski, Alkin, Fedorovich, Brushvit, Fomin, and Ivanov. At this session a proclamation dealing with recent events was drawn up and many copies were typed out at once. These proclamations were distributed by the Congress in the evening and in military circles. When this fact became known a group of soldiers and officers belonging to one of the regiments recently returned from the front marched to the "Palais Royal." One section surrounded the hotel and others entered the private room where the Congress was sitting, disarmed all those present, seized a considerable quantity of arms and all the documents, papers, and proclamations. During the search 80,000 roubles were found on Volski. At the order of the Commander of the Garrison, Colonel Nekrasov, who arrived at the hotel, all the confiscated articles were delivered to the supreme command of the town.

While these incidents were taking place, a bomb was hurled by an unknown person from a window of the "Palais Royal" and exploded, smashing many window-panes and wounding three officers. Late at night the Russian detachment which was guarding the hotel was relieved by a Czech detachment.

Next day the whole Constituent Assembly, headed by the President, moved to the "Palais Royal" and Omsk. Admiral Koltchak, recently Commander-in-Chief of the

CORN MERCHANTS' ENTERPRISE

Trials of electrified seed have been carried out for the past four seasons by practical farmers under ordinary conditions, but mainly these trials have taken place in the South of England, particularly in Dorset where the Wolffryn electro-chemical process was invented by Mr. H. E. Fry, of Godmanstone, near Dorchester. The results attained have increased the popularity of the process, and though farmers as a class are, perhaps not without good reason, intensely conservative, impression of the treatment in the southern counties is indicated by the fact that firms of seedsmen have taken out licences in many other parts of the country and, having erected at their own cost plant for electrifying seeds and recommending electrically charged seeds to their customers. A case in point is that of Messrs. G. Wheelton, Limited, corn merchants, of Derby, and Messrs. F. Wright, Limited, corn merchants, of Ashbourne, who have combined in the erection of a plant in Derby.

The process consists in passing into the seed for a certain length of time, which differs with each sort of seed, a comparatively weak current of electricity. The seed is rendered permeable to the current by being first soaked in a solution of some metallic salt. After the electrification the salt is run off and the seed removed from the tank and dried. Inexperienced workers are warned by the patentees that the drying is a delicate part of the operation, and that the germination of seeds which are over-dried or dried at too high a temperature may be impaired.

The basis of the process is the theory that every seed has electric capacity. Assuming that theory to be sound, then the effect of the Wolffryn process is but to add to the permanent electrical charge which resides in every vegetable product; but perhaps the chief disadvantage arises from the fact that electricity so added is not permanent. It leaks away after a certain time from the seed through experiments would seem to show that even afterwards, its growth will in some degree have been affected by the process. Should the treatment become popular in the north it will be almost inevitable that farmers will discover that, on account of this leakage, it will be convenient that they should buy their seeds in the ordinary state from their seedsmen, and themselves take the seeds to an electrifying station, as they might take flour to a miller.

The cost is about 14s. for a sack of wheat, 12s. 6d. a sack of barley, and 11s. a sack of oats. These prices are, of course, high on account of the fact that plants are few, and it is supposed that with increasing popularity the cost of the process would tend to diminish. The increase in yield is said to range from six bushels to as many as sixteen bushels per acre. Exceptionally, it may be as little as four bushels per acre. Many of the best results have, as a fact, been obtained on the poorest land, but large increases are also claimed from soil that was known to have been rich. Horticultural seeds are, as yet, in different case. Experiments are considered promising, but every kind of seed needs its own special treatment, and, apparently, horticultural seeds have not up to the present responded so satisfactorily as other kinds of seed.

Armies of the Constituent Assembly, is resigning supreme. According to Stolin, among those arrested were the three members of the Archangel Government who had just reached Omsk after a fifty-five days' journey. These victims of the coup d'etat were treated with the utmost rigour, but their lives were spared through the intervention of the Allies' representatives. The members of the Government were sent abroad, and the members of the Constituent Assembly were thrown into prison.

UNTOED WASTES OF MONEY

What appears to be a first-class scandal involving the wastage of much war material and untold sums of public money, has been allowed to pass unchecked at one of the largest Royal Air Force depots in England, says a *Daily News* correspondent. On the plea that there is a shortage of coal at the Eastern Area Repair Depot at Henlow, a few miles from Hitchin, all kinds of aeroplanes, new, serviceable, and obsolete, have been deliberately chopped up and used as firewood in the huts and canteens.

Henlow may be described as a sort of miniature Slough, but in an aggravated form. At Slough an unnecessary scheme was persisted in; at Henlow the art of destruction, practised by technical experts, has resulted in a weekly wastage that staggers the lay mind. The amount of wastage as represented in pounds, shillings, and pence, I was told to-day in making exhaustive inquiries, reaches a figure that is "simple astounding."

The official excuses for destroying these aeroplanes are that they have been classed as obsolete, that there is no further use for them now that the war is over, and that they can be put to no practical use either in the Royal Air Force or in the ordinary channels of civilian industry. An obsolete aeroplane, argues the Air Ministry, is worse than an obsolete battleship, because it is utterly useless. An obsolete battleship can be sold to the shipbreakers, but no one wants an obsolete aeroplane. Therefore it must be destroyed.

For some time past—exactly how long I have been unable to discover—the unwanted aeroplanes have been coming into the Henlow depot at the average rate of 50 a week. The planes are taken to the salvage department, where they are stripped of their wiring, metal fittings, and instruments, and other salvage parts. In some cases the dope has been sucked out of the fabric and preserved for future use. The fabric on many of the planes that have been lying idle at the various aerodromes in the Eastern area has perished, and is classed as useless.

An average of about 10 out of the 50 machines that have been arriving weekly are new and serviceable and have been passed as such by the A.I.D., and some of the obsolete types, although still serviceable, have included R.E.8's, F.E.2's, and certain kinds of De Havillands which have been used for training young officers. But the lay mind receives an unpleasant shock to see air mechanics and overalled women workers setting about an aeroplane with hatchets and axes and taking away the chopped-up pieces in sacks.

And the excuse the public is asked to swallow is that there is a shortage of coal in the camp, and as there is no practical use for the woodwork in the wings and fuselages the aeroplanes have been chopped up to make fires in the huts. I am assured that every thing that has been done in the way of destruction at Henlow is with the cognisance of the Air Ministry and in accordance with Air Ministry orders.

Henlow, when the war broke out, consisted mainly of a few farmhouses and cottages on each side of a by-road to Hitchin. Armistice Day saw it a fully developed and equipped repair depot, with a personnel of 600, which has since dwindled down to 2,000 including W.R.A.F.s. Hundreds of permanent brick and stone buildings, some of them very roomy and draped with green curtains, have been erected in the fields. New roads have been constructed and a small branch line connects the depot with the railway station. The whole depot seems to have been laid out with a constructive skill somewhat suggestive of the town-planner. How much the Air Ministry have spent on this depot can only be guessed, but it is one of those enterprises which could easily have cost between half a million and a million.

OFFICIAL EXCUSES

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For some time past—exactly how long I have been unable to discover—the unwanted aeroplanes have been coming into the Henlow depot at the average rate of 50 a week. The planes are taken to the salvage department, where they are stripped of their wiring, metal fittings, and instruments, and other salvage parts. In some cases the dope has been sucked out of the fabric and preserved for future use. The fabric on many of the planes that have been lying idle at the various aerodromes in the Eastern area has perished, and is classed as useless.

An average of about 10 out of the 50 machines that have been arriving weekly are new and serviceable and have been passed as such by the A.I.D., and some of the obsolete types, although still serviceable, have included R.E.8's, F.E.2's, and certain kinds of De Havillands which have been used for training young officers. But the lay mind receives an unpleasant shock to see air mechanics and overalled women workers setting about an aeroplane with hatchets and axes and taking away the chopped-up pieces in sacks.

And the excuse the public is asked to swallow is that there is a shortage of coal in the camp, and as there is no practical use for the woodwork in the wings and fuselages the aeroplanes have been chopped up to make fires in the huts. I am assured that every thing that has been done in the way of destruction at Henlow is with the cognisance of the Air Ministry and in accordance with Air Ministry orders.

Henlow, when the war broke out, consisted mainly of a few farmhouses and cottages on each side of a by-road to Hitchin. Armistice Day saw it a fully developed and equipped repair depot, with a personnel of 600, which has since dwindled down to 2,000 including W.R.A.F.s. Hundreds of permanent brick and stone buildings, some of them very roomy and draped with green curtains, have been erected in the fields. New roads have been constructed and a small branch line connects the depot with the railway station. The whole depot seems to have been laid out with a constructive skill somewhat suggestive of the town-planner. How much the Air Ministry have spent on this depot can only be guessed, but it is one of those enterprises which could easily have cost between half a million and a million.

It was a general hospital for aeroplanes and mechanical transport during the war, and hundreds of machines passed through it weekly. It is the intention of the Air Ministry to keep it as a permanent repair depot in peace time but it will probably rest with Parliament to say how long this destructive policy is to be pursued.

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EIGHT CYLINDER TOURING CAR

This eight cylinder Model 45 Oldsmobile occupies a place of its own in the ranks of motor cars.

Characteristically attractive in design remarkable for completeness of appointments and refinement of finish, it combines unusual power with ease of operation and economy of maintenance. Yet its price is very moderate.

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EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating tonic. It is aged in wood for years before being bottled.

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H. RUTTONJEE & SON.

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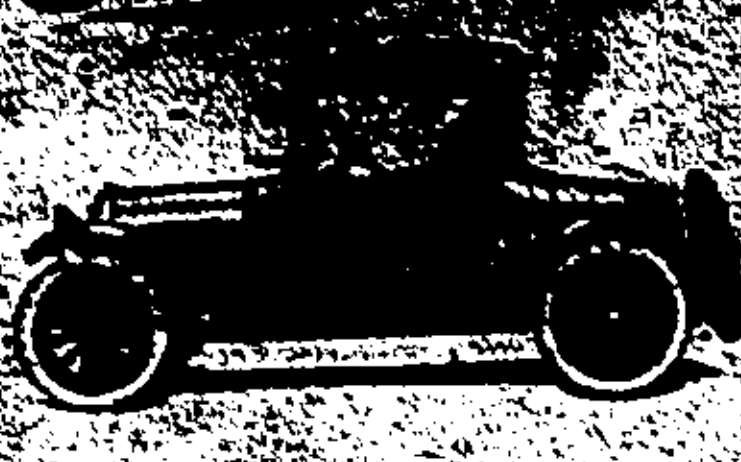
WHATEVER IS WORTH DOING IS WORTH DOING WELL

Is the motto of our Wanchai Workshops. They are equipped for General Engineering and Electrical Work. Electric Motor and Machine Planting. Tinning, Brazing, and Soldering. Repairs, alterations and overhauls. And above all, prompt service.

GERMAN PROFESSOR'S OFFENCE.

A telegram from Elberfeld states that Professor Litman, of the University of Bonn, has been sentenced to two months' imprisonment by a British Court-martial for failing to sign an officer at the British Press Office, though he had been previously twice warned.

THE CONNAUGHT MOTOR CAR COMPANY.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

THE FRENCH STORE.

JUST RECEIVED

SALTED & PICKLED HERRINGS IN 10 LB KEGS.

WE HAVE ALSO RECEIVED from Messrs. Vesuvio & Piedmont Paste Co., an Assortment of Paste made of SEMOLINA. Packed in cases of 22 lbs and in 1 lb packets, comprising the following—Macaroni 22 lbs case, Spaghetti 22 lbs case.

ASSORTED PASTE Macaroni 1 lb pkt, Spaghetti 1 lb pkt, Vermicelli 1 lb pkt, Noodles 1 lb pkt, Stars for soup 1 lb pkt.

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ENGINEERS & LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS IN STOCK.

Works:—Footung, Shanghai.

Sole Agencies:—Sterling & Evinrude Motors. Makers "EVO" Motors.

Associated British Machine Tool Makers Ltd.
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Buxton Ltd. (Leather-cloth)
Edgar Allen & Co., Ltd.
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"Sarco" Steam Traps, Temperature Regulators &c.
Linotype & Machinery Ltd.
Pulsometer Engineering Co., Ltd.
T. & W. Smith Ltd. (Wire Ropes).
Imperial Light Ltd.

A. S. WATSON & CO., LIMITED.

NOTICE.

On and after 1st. July next, the hours of business will be as follows:—

GENERAL STORE, WINE DEPARTMENT and WAREHOUSE. 8.30 a.m. to 6 p.m. Saturdays, 8.30 a.m. to 1 p.m.

DISPENSING DEPARTMENT. 8.30 a.m. to 8 p.m. (including Saturdays). Sundays, 10 a.m. to 1 p.m. 6 p.m. to 7.30 p.m.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.
Hongkong, 4th June, 1919.

JUST ARRIVED.

PONGEE SILK SUITABLE FOR GENT'S AND LADIES' SUMMER SUITS, DRESSES, SHIRTS, BLOUSES AND UNDERWEAR.

LACE AND EMBROIDERED LADIES' UNDERGARMENTS.

SWATOW DRAWN WORKS, EMBROIDERIES ON SILK AND GRASS-LINEN.

LACE COLLARS, AND OTHER ARTICLES, ETC.

FILET LACES OF NEW PATTERNS.

BEST QUALITIES, LATEST DESIGNS, MODERATE PRICES.

INSPECTION CORDIALLY INVITED.

SWATOW DRAWN WORK CO.
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PHONE No. 256.

THE STOCKS OF THE COLONY have been in a state of depression since the outbreak of the war. The market has been very quiet, and the prices of the various securities have fallen considerably. The Government has been unable to raise the necessary funds to meet its obligations, and the result has been a general loss of confidence in the market. The situation is very serious, and it is hoped that the Government will be able to meet its obligations in the near future.

JAPAN'S DYE MARKET.

The dye market in Japan is advancing somewhat positively on the reduced arrivals from Europe and the United States. Some qualities have already shot up 50 per cent, and the other stuffs are expected to follow with a similar buoyant advance. However, the domestic demand is slack, and only in the export side of the market are signs of life noticed, says the *Japan Advertiser*. In the principal provincial centres all attention is concentrated on cocoon sales, and weavers are not actively interested in dyes. Therefore, the domestic business in the dye market is dull and inactive, though, according to a prominent manufacturer, that does not mean a change for the worse. Some stimulating influence is felt in trade on account of China's renewed purchase of sulphur black and some other qualities here. The present demand from the neighbouring republic is expected to develop. In spite of the slackening sale at home the visible stock in the market is short. France does not ship any of her dyes for the present and some French stuffs are now out of stock. In the United States and England, says a prominent dye merchant, it is becoming a question whether German dyes shipped recently are marketed or not, but no such shipment has ever been made to Japan or other Eastern countries. Swiss dyes are arriving here, but the quantity is small and does not contribute much to the visible supply. The United States having maintained quite high prices for her dyes, Japanese merchants have been unable to place new orders with dye works there. Only the old contracts made before the signing of the armistices are arriving occasionally. In these circumstances some qualities have already become extremely short. Direct black and several other qualities are almost entirely out of stock. Acetic scarlet, benzo blue, orange and some other goods are also getting out of stock.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION for Membership of the above Association may be obtained from all the Banks or from the undersigned.

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Honorary Secretaries & Treasurers.

Hongkong, 15th January 1919.

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He has a good method of teaching Europeans to read the Chinese characters, and to possess of a fine knowledge of the Chinese language. He has also a good knowledge of the Chinese characters and the Chinese language. He is a native of Canton, and has been in this Colony for ten years.

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TIME TABLE

WEEK DAYS.

1.00 a.m. to 2.00 a.m. Every 15 min.
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NIGHT CARS.

8.50 p.m. to 9.50 p.m. Every 15 min.
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SATURDAY EXTRA CARS.

12.00 midnight.

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TIME TABLE

WEEK DAYS.

1.00 a.m. to 2.00 a.m. Every 15 min.
2.00 a.m. to 3.00 a.m. Every 15 min.
3.00 a.m. to 4.00 a.m. Every 15 min.
4.00 a.m. to 5.00 a.m. Every 15 min.
5.00 a.m. to 6.00 a.m. Every 15 min.
6.00 a.m. to 7.00 a.m. Every 15 min.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 10.00 a.m. Every 15 min.
10.00 a.m. to 11.00 a.m. Every 15 min.
11.00 a.m. to 12.00 p.m. Every 15 min.
12.00 p.m. to 1.00 p.m. Every 15 min.
1.00 p.m. to 2.00 p.m. Every 15 min.
2.00 p.m. to 3.00 p.m. Every 15 min.
3.00 p.m. to 4.00 p.m. Every 15 min.
4.00 p.m. to 5.00 p.m. Every 15 min.
5.00 p.m. to 6.00 p.m. Every 15 min.
6.00 p.m. to 7.00 p.m. Every 15 min.
7.00 p.m. to 8.00 p.m. Every 15 min.
8.00 p.m. to 9.00 p.m. Every 15 min.
9.00 p.m. to 10.00 p.m. Every 15 min.
10.00 p.m. to 11.00 p.m. Every 15 min.
11.00 p.m. to 12.00 a.m. Every 15 min.

NIGHT CARS.

8.50 p.m. to 9.50 p.m. Every 15 min.
9.50 p.m. to 10.50 p.m. Every 15 min.
10.50 p.m. to 11.50 p.m. Every 15 min.
11.50 p.m. to 12.50 a.m. Every 15 min.

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

1.00 a.m. to 2.00 a.m. Every 15 min.
2.00 a.m. to 3.00 a.m. Every 15 min.
3.00 a.m. to 4.00 a.m. Every 15 min.
4.00 a.m. to 5.00 a.m. Every 15 min.
5.00 a.m. to 6.00 a.m. Every 15 min.
6.00 a.m. to 7.00 a.m. Every 15 min.
7.00 a.m. to 8.00 a.m. Every 15 min.
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Oaua for London via Manila and
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A fee of 2d. in respect of the performance of Customs Formalities is now charged on every parcel from abroad for delivery in the United Kingdom on which British Customs Charges are payable. The fee is collected from the addressee except in the case of duty prepaid parcels when the amount may be prepaid by the sender.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails are close 15 minutes earlier than the times given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mail are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per NELEUS, 26th June.
Straits and Colombo—Per SHIM-BU MARU, 27th June.
Straits—Per TRIESTAS, 29th June.
Japan—Per KIVOM, 29th June.
U.S.A. & Canada—Per NIPPON MARU, 30th June.
Europe (via Singapore)—Per GLENFALLOCH, 30th June.

OUTWARD MAILS.

TO-MORROW.

Weihaioei, Chefoo & Tientsin—Per HUICHOV, 27th June, 11 a.m.

Swatow, Amoy & Fochow—Per HAITAN, 27th June, 1 p.m.

Philippine Is.—Per OAUFA, 27th June, 1 p.m.

Philippine Islands—Per LOONG-SANG, 27th June, 2 p.m.

Bangkok—Per TJITAROEM, 27th June, 3 p.m.

Japan via Kobe—Per FOO-SHING, 27th June, 3 p.m.

SHANGHAI, 28th JUNE.

Shanghai N. C. & Japan via Kobe—Per JAPAN, 28th June, 11 a.m.

Straits and Bangkok—Per HAI-YANG, 28th June, noon.

Shanghai and North China—Per CHENAN, 28th June, 5 p.m.

Hoihow—Per YUE YING WA, 28th June, 5 p.m.

SUNDAY, 29TH JUNE.

Shanghai and North China—Per TJIMANOCK, 29th June, 9 a.m.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 29th June, 9 a.m.

TUESDAY, 1ST JULY.

Shanghai and North China—Per SINKIANG, 1st July, 11 a.m.

Swatow, Amoy & Fochow—Per HAIHONG, 1st July, noon.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per IDOMENEUS, 1st July, noon.

THURSDAY, 3RD JULY.

Shanghai and North China—Per SUIYANG, 3rd July, 11 p.m.

FRIDAY, 4TH JULY.

Swatow, Amoy and Fochow—Per QUINNEBAUG, 4th July, 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, EUROPE VIA SUEZ—Per TAMBA MARU, 4th July, 9:45 a.m.

WEATHER REPORT.

June 26d. 12h. 1 m.—No return from Japan and Vladivostok. Pressure has decreased moderately at Waihaiwei and Waihai, and all day at the majority of other stations. Depressions are situated over Shanghai and Tientsin.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.00 inch. Total since January 1st 24.91 inches, an average of 36.83 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock S. & S.W. winds, fresh; rain later.

2 Formosa Channel S. winds, fresh.

3 South coast of China (b) The same as No. 1.

4 South coast of China (c) The same as No. 1.

C. W. JEFFRIES, Chief Assistant, Hongkong Observatory, June 26, 1919.

METEOROLOGICAL.

Previous Day On date On date.
Barometer 29.63 29.63 29.63
Temperature 69 83 90
Humidity 69 83 90
Wind Direction S.W. S.W. S.
Force 2 2 2
Weather 0.00 0.00 0.00
Rain 0.00 0.00 0.00
Highest open air temperature on the 24h. 90
Lowest 61
H.K. Observatory, June 26, 1919.
T. F. CLAXTON, Director.

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